WAR RECORD

OF THE

TOWN OF ISLIP

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WAR RECORD

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TOWN OF ISLIP

Long Island, New York

WORLD WAR

1917-1918

Dedicated to the American Soldiers, of whom General Pershing said:

"Finally, I pay the supreme tribute to our officers and soldiers of the line. When I think of their heroism, their patience under hardship, their unflinching spirit of offensive action, I am filled with emotion which I am unable to express. Their deeds are immortal and they have earned the eternal gratitude of our country."

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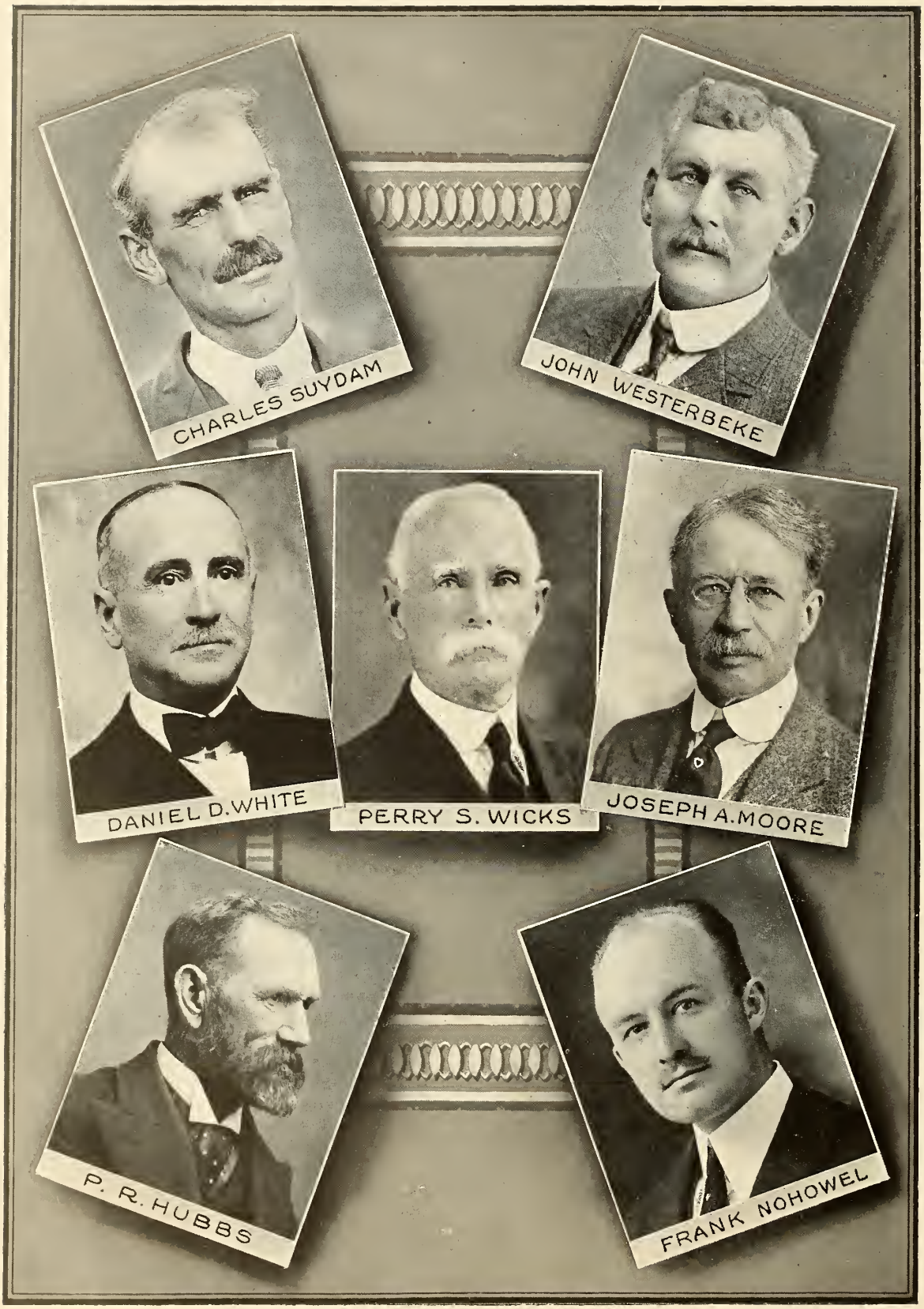

CHARLES SUYDAM
JOHN WESTERBEKE
DANIEL D. WHITE
PERRY S. WICKS
JOSEPH A. MOORE
P. R. HUBBS
FRANK NOHOWEL

On the opposite page are the portraits of

JOHN WESTERBEKE, *Supervisor*
CHARLES SUYDAM, *Town Clerk*
DANIEL D. WHITE, *Justice of the Peace*
JOSEPH A. MOORE, *Justice of the Peace*
P. R. HUBBS, *Justice of the Peace*
FRANK NOHWELL, *Justice of the Peace*

The town board who voted to submit the question of an appropriation of $4,000 to defray the cost of this book. Also the portrait of Perry S. Wicks, who was appointed to compile the book. At his own suggestion his compensation was fixed at one dollar.

PREFACE

THIS book originated in a desire to show the gratitude felt by the people of the town of Islip toward the young men and young women who helped to make the world safe for democracy.

In January, 1919, Mr. Perry S. Wicks, President of the Southside Bank, published a letter in the Bay Shore Journal suggesting that it would be eminently fitting for the Town of Islip to publish a memorial of the Great World War in the form of a book giving the records of the men from this vicinity and setting forth the various local activities incident to the war. In August Mr. Wicks appeared before the town board and asked for an appropriation of four thousand dollars for such a memorial. The board gladly laid the matter before the voters, and in November the appropriation was voted. Mr. Wicks was appointed to have full charge of the compilation of the records and the publication of the memorial. This book is the result.

It is to be regretted that out of some nine hundred service men the records of only about four hundred fifty could be obtained. Not a few because of false modesty or because of a misconception of the purpose of the memorial declined to furnish their pictures or to give details regarding their service. Through no fault of their own, about half of these nine hundred men were in the United States when the armistice was declared. These men were every whit as patriotic, every whit as brave, as the men who had already had opportunity to show what they could do overseas. While we are honoring the man who saw active service in France, let us not forget that the other man did all that was required of him and thus proved himself a good soldier. We owe them both a debt of gratitude that can never be discharged.

The compiler of this work is under great obligation to the many persons who have aided him in collecting data, or who have prepared the various articles that appear over their names in this memorial. To mention by name all who have helped would be impossible. The work of preparing such a record as this memorial contains is tremendous. The amount of detailed information given makes it almost certain that errors may have crept into the record, yet the compiler dares to hope that the book will be found to serve a real purpose and that his labor of love will prove not to have been in vain.

Bay Shore, N. Y., November, 1921.

FOREWORD

THE people of the Town of Islip are under a debt of gratitude to the compiler of this book, Mr. Perry S. Wicks, who, out of a deep and enthusiastic devotion to the cause in which "Our Boys" were participants, and with a keen desire to have the record of their service preserved, has spent himself in generous labors to gather together this impressive memorial. It comes to us as a labor of love to remind us of the men and the service they rendered out of a heart of love for their country and humanity. What we herein possess is but a local portraiture and narrative, intensely interesting to us because of the intimate personal touch, and yet it transcends the local, for it is of value as part of the detail of the wondrous contribution made by every countryside, village, town and city to the vast and glorious enterprise that we were called upon to share in and undertake as a people dedicated to Freedom, Justice and the Rights of Man.

The most hurried and cursory view of the faces and data of this book will at once cause poignant memories, while a close and studied reading is bound to stir again in brain and heart something of the passion and the pain, the thrill and temper of the stern and tragic years in which we have lived. Great days they were—'though they brought their hours of supreme anxiety and of heartbreak, and the recording of the worst alongside of the best in our human nature. We recall the startling disruption of our world seemingly on its way to peace among men through the manifold influences wrought by Religion, Science, Art, Commerce and Invention. But underneath the apparent amicable ordering of the life of men and nations, sinister forces were at work, that challenged the entire world with a mighty ambition, and with a power of organization, an arrogance and strength and discipline that for the moment had Victory almost within their grasp. "The Day" had come in which Prussia and all that it stood for appeared to have established its claims and its dreams. But the Freemen of the world had to be reckoned with. Loud did the battle roll among the hills and plains of France and Flanders, and on that line that stretched from the North Sea to the Sands of the River Euphrates. As a nation, we were early counselled to be neutral, 'though all the while, we could not escape seeing the implications of the conflict, the decisive threat to the decencies and dignities of civilization as they had been handed down to us. Finally, the obvious intention and determination of the foe could no longer be misunderstood and the unmistakable challenge hurled at us found a nation ready to reply and respond to humanity's call and need, though far from being prepared to assert its power.

Then began those days of feverish activity, of getting our resources of men and material organized to do their part and render their telling effect. One need not go into detail concerning the splendid achievements. Every man and woman, as well as every boy and girl, that lived in those years will have many memories of the hours that saw boys enlist and submit to the Draft that made them members of the armed forces of the United States, who —on Sea and Land and in the Air—were to defend the cause of Liberty and establish another fresh tradition and write another lustrous page in the history of the nation. It would be impossible for anyone but the supremely gifted to voice all that lay in the hearts and minds of those "Singing warriors"—men and boys as they mated themselves to the service; and how inadequately even the most gifted can pen the words that tell of the pent-up feelings of those mothers and fathers and loved ones who saw their boys march and sail away, and

kept vigil with them as they went through perilous seas, or watched and waited in trench and bloody battlefield. How eagerly we waited "News," anticipating the report of splendid courage and effective promises, yet anxious and apprehensive, saddened and solemnized by the reminders of the costly price of victories won.

The facts and faces presented here will be to each and every reader reminiscent of the great days through which we have lived. The intimate touch will recall the varied personal experiences. Some gold-starred mothers and fathers will have their wounds reopened as they look into this volume, yet—while they sorrow, may they sense the heartfelt sympathy of those who recognize the great debt we owe to the unselfish sacrifices so royally made. And at the same time, may the saddened hearts rejoice with the pride of those who have so greatly given to mankind's benefit. Others will see in this book the likeness of one who has come back, marked and tinged by a deep and profound experience. Many will prize this record as a transcript of a great adventure in their life—to be handed down to a younger generation with the befitting pride that comes to one having served in a great cause for the world's good.

But while it stresses and accentuates what these "Our Boys" did and endured, may this Volume also recall the fact that behind their every effort and achievement lay the splendid services and sacrifices of unnamed men and women, boys and girls who sought to hold up the hands of Uncle Sam and were keenly desirous that the "Boys Over There" should not lack for anything that would make them able and fit for the battle; console and cheer them in the hours of rest and meet their every need in the hour of sickness, wounds and death. The years of warfare found us as a nation banded together in the superb spirit of co-operation in a common task—looking toward one common end and accomplishment, welded into a solidarity beyond the dreams of the most ardent patriot and in the face of grave questioning and doubt. Through manifold agencies, we shared in the achievement; in the Red Cross and War Camp Community Associations, in Liberty Loans and as Canteen Workers and Four Minute Men, as Boy Scouts and Camp Fire Girls and Patriotic Gardeners, we were all enlisted in the Great Cause and Shared in the Service.

This book will recall to us the personal and intimate associations and associates, the Service and Servers of a great hour in the nation's and the world's history. But may it do more than remind us of what was done and endured; may it be an inspiration to give ourselves as freely and finely in the peaceful adventures of Democracy, and lead us to contribute in temper of mind and worthiness of living, in noble thought and word and deed to the better America that should come out of the contentions and consecrations of these tragic years.

WILLIAM RICHARD WATSON

ST. PETER'S RECTORY,
BAY SHORE, NEW YORK.

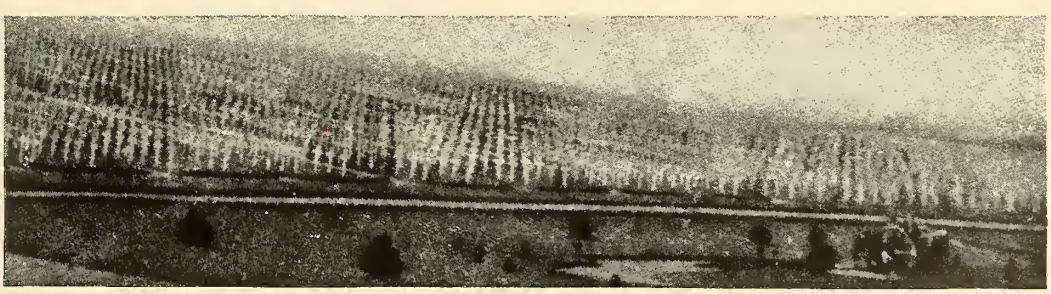
Memorial Day, 1921

The White Acres in France

By JOHN H. FINLEY

American Cemetery at Belleau Wood

How many eyes have searched (and some through tears)
To find the names upon the map of France
Of these now silent fields where lie their dead—
Theirs whom the golden stars cannot requite;
A prairie mother by her lonely lamp;
A schoolgirl over her geography;
A gray old father proud of his brave loss;
A wife that was; a wife that was to be.
How many! And how many thousand lips
Have learned to speak and love those once strange names:
"Romagne," "Suresnes" and "Belleau Wood";
And "Bony" over in the Flanders fields;
And all the valiant rest;—become as dear
As was the name of that vast tumulus
Of Athens' dead to her.
And our own dead!
They are our "cloud of witnesses" in France,
Whose great white shadows lie upon these hills,
These vales, in sun and cloud, by day and night.
And wheresoe'er these white-cross shadows fall,
There are our "Fields of Honor"; for whene'er
Earth drew our dying soldiers to herself
(Soldiers enlisted in Earth's cause of right)
She gave the ground they touched to their own land:—
White acres added to America! *Paris, 1921.*



American Cemetery at Romagne

(Reprinted by permission of New York Times)

IN MEMORIAM

J. Frederick Wever

of Sayville, enlisted in the 302nd Engineers, Company D, and served with his regiment in France in the A. E. F., with the rank of Sergeant. He died on Vesle River in France on Aug. 28, 1918.

Charles E. Johnson

of Sayville, was called to service on April 29, 1918, and sent to Camp Dix, where he was assigned to Battery D, 308th Field Artillery. He sailed for France in June and fought in the battle of St. Mihiel and the Argonne. He died on Oct. 25, 1918, from wounds received in action.

William Balek

of East Islip, was inducted into the service and trained at Camp Upton, Long Island, in the 310th Infantry. He fought in the St. Mihiel Offensive and Meuse-Argonne Offensive. He was killed in action on Oct. 30, 1918.

Emil Joseph Bohm

of Islip, was inducted into service in December, 1917, and trained at Camp Upton in Company G, of the 305th Infantry 77th Division. He was killed in action on the 27th of September, 1918, in the Argonne Forest.

Joseph Rusy

of Islip, was inducted into the service on April 1, 1918, and trained at Camp Upton, Long Island, being later transferred to Camp Dix, New Jersey, and assigned to Company K, 310th Infantry, 78th Division (Lightning Division). On May 14, 1918, he sailed for France, arriving in June. On Sept. 22, about midnight, he went out on a raiding party near Thaicourt, France, and when the raid was over and roll call taken, he was missing. His comrades were questioned and the Red Cross did all they could to find him. When his division returned, one of his comrades from Central Islip said that he saw him fall but could not stop to help him. Word was received from Washington on Jan. 4, 1919, that he is reported to have been killed on Sept. 22, 1918.

Charles E. Boyeson

of Bay Shore, enlisted on April 16, 1917, at Brooklyn, New York. He died in the hospital there of pneumonia on May 26, 1917.

JOS. FREDERICK WEVER
CHARLES E. JOHNSON
WILLIAM BALEK
EMIL JOSEPH BOHM
JOSEPH RUSY
CHAS. E. BOYESON

IN MEMORIAM

Robert S. Raven

of Bay Shore, enlisted in the 7th Regiment of New York, Company K, and trained at Camp Wadsworth, South Carolina. He was appointed Corporal on December 15th, 1917. He served overseas with his regiment which had become the 107th United States Infantry, Company K. He was killed on Sept. 28, 1918 while on daylight patrol on the Hindenburg Line near Le Catelet, France.

Richard M. Raven

of Bay Shore, enlisted in the 7th Infantry Regiment, New York, and did service on the Mexican border. The regiment was taken into federal service in 1916 and became the 107th Infantry, U. S. A., 27th Division. He was promoted from 1st Sergeant in Company K, to 2nd Lieutenant, on Jan. 30, 1918, at Camp Wadsworth, South Carolina. He was promoted to 1st Lieutenant in France. He was in command of Company E, 107th Infantry, when he was killed at La Raux Farm, near St. Souplet, France, on Oct. 18, 1918.

E. Stanley Hart

of Bay Shore, volunteer. At the time the United States declared war with Germany, he was only 19 years of age. He was rejected by the United States Aviation Corps on account of a slight weakness in one eye. He enlisted in the Royal Flying Corps on Sept. 23, 1917, and trained in Canada, and also in Texas. He went overseas, arriving at Liverpool on April 15th. He trained in various camps in England. He was killed on June 5, 1918, by a fall in his aeroplane.

Matias Mandak

of Bay Shore, volunteered his services in Company K, 23rd National Guard Regiment on the 29th of June, 1917, and was later made Cook in Company K, 106th Regiment, 27th Division. He trained at Spartanburg, South Carolina. He served at the front in Belgium and was killed in action on Oct. 2, 1918.

John Barkenbush

of West Sayville, was inducted into the service on Sept. 4, 1918, and sent to Syracuse, New York, for special service. He entered the 82nd Company, 20th Battalion, and was awaiting a transfer from Syracuse when he was taken ill with influenza and double pneumonia and after being ill only two weeks, died on Oct. 13, 1918. He was the only one in West Sayville who did not return from service.

Orazio Romano

of Bay Shore, was inducted into the service on Feb. 25, 1918, and served in Company I, 308th Infantry, at Camp Upton. He sailed for France on April 4, 1918. On Oct. 22nd he was killed by a bomb explosion.

ROBERT RAVEN
RICHARD M. RAVEN
E. STANLEY HART
MATIAS MANDAK
JOHN BARKENBUSH
ORAZIO ROMANO

IN MEMORIAM

Irving Edward Smith

of Sayville, enlisted on June 21, 1916, and served at Camp McClellan, Anniston, Ala., with the 4th Regiment, N. G. N. J., as 1st Lieutenant, Company M, 113th Infantry, 29th Division. While there he was transferred to the Air Service and ordered to Mineola; thence going overseas, arriving in England on Jan. 1, 1918. He commanded a squadron under Captain Marcel Bloch, Escadrille C 46, Escadre de Cambat No. 1. He was in the fighting lines from March until August, 1918. He was injured in a crash in May and spent (6) weeks in Abbeville Hospital, later rejoining his squadron and going over the lines. However, on account of deafness due to anti-aircraft fire, he was obliged to give up combat flying and asked for detail as instructor. He was sent to Hythe, England, to aerial gunnery school, then to New Romney and later to Turnbury, Scotland, where he was graduated as Aerial Gunnery Officer and Pilot. From there he took a squadron to Tours, France, for orders; was ordered back to England with a squadron, but before leaving went to Hospital No. 27 at Tours for treatment for an attack of bronchitis. He died at this hospital on Nov. 2, 1918. Of his personal citations and decorations, no official knowledge was obtained, but his squadron won the Fourragere and had to its credit thirty-two (32) German planes. He has been credited officially with three (3) German planes and unofficially with two more.

Herbert E. Ketcham

of Islip, enlisted in New York Division of Coast Guard on May 19, 1916. He was stationed at Barge Office, Battery Park, New York, and served on patrol duty aboard the U. S. Cutter. After one year service here, he received an honorable discharge and re-enlisted on May 19, 1917, at Sandy Hook. He later served at Highlands, New Jersey, and South Amboy. He was in South Amboy at the time of the Morgan explosion; part of their pilot house and other parts of their boat being carried away. In going ashore to render service in helping to carry the dead and wounded to the ambulances, he contracted a severe cold which resulted in pneumonia. He died in the Marine Hospital on Nov. 4, 1918, just eleven (11) days before his twenty-fourth birthday. His body was brought home and the funeral services were being held just as the first (false) rumor of peace was being celebrated. It was his dearest wish to see the end of the war and to see the boys come home, so many of whom he had seen sail away from the harbor, looking like so many ant hills on the ships. He was buried at Oakwood Cemetery. A detachment of eighteen (18) marines attending the funeral, it being military in form. At this time his brother Harold was in the fighting lines in France.

William Joseph Drab

of Oakdale, enlisted in the United States Navy as 2nd class seaman. Shortly after he was assigned to duty at Camp Farragut, in the U. S. N. T. S. Great Lakes, Ill., he caught cold while doing duty and was taken to the hospital where his case was pronounced as influenza and pneumonia. He passed away four (4) days later. After his death his body was removed to his home at Oakdale. He was buried on October 5th from St. Mary's church, at East Islip, where a Requiem High Mass was celebrated in his honor. He was attended by a naval escort from the U. S. N. A. Station at Bay Shore. The burial at St. Patrick's Cemetery was a military one. Mr. Drab was the first boy from East Islip to sacrifice his life for his country.

John Herold

of Central Islip, Sergeant, Company C, 308th Infantry, entered the service on Sept. 19, 1917, and went overseas on April 6, 1918. He was injured in action on July 24th, 1918, by a gun shot wound in his left side and foot and died in Evacuation Hospital No. 2, two days later, having developed gas gangrene. These words are those of the chaplain of the 308th Infantry: "John was remarkably courageous under fire, and during his suffering never lost hope. His regiment reveres him as one of its first heroes." He was given a military funeral in the French Military Hospital, about 150 yards from where the barrage had been in which he lost his life.

James F. Tierney

of Central Islip, was inducted into the army in November, 1917. He trained at Camp Upton and went overseas from there. He landed at Brest on January 24, 1918. He was promoted to Office Chief, Motor Transport Service, at Base Section No. 1, A. E. F., A. P. O. 701. On June 1, 1919, while guarding the roads on his motorcycle, collided with another machine and was killed. He was given a military funeral at St. Nazaire, France, and later, the Government sent his body to his home in America, where he was buried with military honors on Oct. 4, 1920, in St. John of God Cemetery, at Central Islip, New York.

Louis Riffard

of Sayville, was inducted into the service and served in Company M, 307th Infantry, A. E. F., as Corporal. He was wounded at Grand Pre on Oct. 13, 1918, and died on October 23d of the same year.

IRVING E. SMITH
HERBERT E. KETCHAM
WILLIAM J. DRAB
JOHN HEROLD
JAMES F. TIERNEY
LOUIS RIFFARD

IN MEMORIAM

Joseph J. Loeffler

of Brentwood, was inducted into service and served at Camp Upton, Long Island, in Company K, 310th Regiment, 78th Division. He served overseas with his regiment and was killed in action at St. Mihiel on Sept. 22, 1918.

Joseph C. Soucek

of Bayport, was inducted into service Sept. 19, 1917. Served as Corporal with Co. M, 305th Infantry, 77th Division, Camp Upton. Died April 21, 1919, at Camp Upton. Age 25 years.

Ernest H. Yandle

of Bay Shore, called to service October, 1917. Discharged the next day for defective eyesight. Born in England. Later called to service Sept. 4, 1918. Died of influenza Oct. 4, 1919, at hospital, Edgewood, Maryland.

Eugene M. Ford

of West Islip, called to the service and assigned to the 452nd Engineers, Motor Transport Service. Died of disease in the hospital at St. Nazaire, France, his remains brought home and buried with military honors in St. James Cemetery at Babylon, N. Y.

Jacob C. Wagner

of Bay Shore, enlisted May 18, 1917, in the Headquarters Troop of the 27th Division. Served with his division until his death in hospital on Oct. 30, 1918.

Joseph Aloysuis Phillips

of Sayville, served in Company E, 316th Infantry, 79th Division, A. E. F. He was killed in action in France on September 29, 1918.

JOSEPH J. LOEFFLER
JOSEPH C. SOUCEK
ERNEST H. YANDLE
EUGENE M. FORD
JACOB C. WAGNER
JOSEPH A. PHILLIPS

IN MEMORIAM

Additional Information, Personal Letters by and about Some of Our Boys Who Made the Supreme Sacrifice

J. Frederick Wever

(From Suffolk County News)

Although not yet confirmed by the official casualty list, reliable information was received at the *News* office this morning to the effect that Sergeant J. Fred Wever, of Sayville has been killed in action. The word comes in a letter to Mrs. George Reeve from her son, Sergeant Howard Reeve, and was dated, "Somewhere in France, Aug. 24, 1918." He writes:

"Dear Mother:—

"Just received three of your loving letters yesterday and was very glad to hear from you again and that you are well.

"I have bad news this time, as I saw poor Freddie Wever laid away last night. Night before last I was in charge of a detail digging trenches and 'Jerry' threw some of his beautiful shells over and scattered us far away. One shell struck about 20 yards from us and wounded one of my men. One piece of shrapnel passed through his forearm and one through his leg. We carried him out of the trench and then I gave him first aid and put him on a stretcher and started for the dressing station. On the way I met Fred Wever and shook hands with him but could not talk to him, as we were in a hurry to get to the dressing station. That night his company of engineers was building a pontoon bridge with which they were going to cross the river to get at 'Jerry' but they had to work three hours under shell fire and poor Fred and one other sergeant was killed."

Sergeant Wever was the eldest son of Mr. and Mrs. G. A. Wever, of Foster Avenue, this village, and probably few Sayville young men were more widely known. For years prior to his entering the Army, August, 1917, he had acted as professional in charge of the Sayville golf course, a difficult position, and one of responsibility, which he handled exceedingly well, and through which he acquired a wide circle of acquaintances and friends.

The young man went to Camp Upton a year ago and was mustered into Company D., 302nd Engineers. There his capabilities were quickly recognized and through his courtesy and attention to duty he was advanced first to the grade of corporal and later to that of sergeant.

No details other than the above brief extract from a comrade's letter are at hand, but it is evident that Fred Wever is the first of our boys to make the supreme sacrifice and that he was killed in action. He died bravely in the performance of his duty.

The blow comes as a heavy one, not only to the family which has another son in the service, but comes as a personal loss to hundreds of Sayville people who knew Fred Wever as a modest, gentlemanly young man with many likeable qualities, and to scores of members and patrons of the Sayville Golf Club, who for years have been indebted to him for numberless courtesies. From all Sayville goes the deepest sympathy to the bereaved parents, brothers and sister.

* * *

Charles E. Johnson

(From Suffolk County News)

A third golden star has been placed upon Sayville's honor roll. Henry Johnson, a farmer who resides on Broadway Avenue, received a telegram Wednesday night from the War Department with the information he has for months been awaiting with apprehension. He has made a tremendous sacrifice upon the altar of Democracy and has four sons in the service. The message told him that his youngest son, Charles Edwin Johnson, had died on October 25th, of wounds received in action. There were no details.

The young man was born here on Feb. 8, 1896, but was drafted from Naples, Ontario Co., April 29, 1918. He had been farming in central New York for the past two years but when drafted he declined to take any advantage of that fact and asked to be placed in the first classification. He was sent to Camp Dix, N. J., mustered into Battery D, 308th Field Artillery and after but six weeks of training was sent to France.

When last heard from, a letter written

home by the young man on September 4th, he was in a very active sector and that fact increased the feeling of uneasiness which has oppressed the family for weeks past. He was a young man of exceptional habits, and of the highest character and a faithful and consistent member of the Sayville Congregational Church.

Mr. Johnson has two other sons in the army, Lieutenant Frank Johnson who was mustered in on October 8, 1917, and on October 21st, 1918, was commissioned a second lieutenant in the 302d Engineers, a regiment which has seen much hard service and in which were Frederick Wever, Ralph Rogers, Daniel Murdock, Benjamin Broere and a number of other lads from hereabouts.

Albert Johnson is in Battery B, 26th Field Artillery, Camp McClellan, Ala., and a fourth son, George Johnson, is in the Navy, being stationed on board the U. S. S. *Foam* of the mine sweeping division.

A devoted sister, Ellen, and a brother, Harry, live at home with their father.

* * *

Emil Joseph Bohm

The following is a letter written by Emil Bohm to a member of the Islip Fire Company—of which Mr. Bohm was a member: Mr. Bohm was killed ten days after writing this letter.

September 17th, 1918.

Dear Charles:—

Just a few lines to let you know that I'm well and hoping that these few lines will find you and the rest of the Fire Company the same. Well, Charles, this is sure some place, but the front is Hell. Tenica and I are both together. Well, how is everything in that good old little town of Islip? Did you get the new truck yet? We got Jerry on the go now. We got him where he was in 1914, so you can see we are advancing pretty well. Is Charles Rusy home yet? He is some lucky to be home. Joe is here somewhere; I got a letter from him here in France—him and Frank. I see Tom Sindler often. I saw John Ranahan about a month ago but I did not get a chance to talk to him. I sure would like to have a chat with one from home. The weather is pretty fair; it's been hot but is getting cool now. Well, think that is all I have to say. Give my regards to all the boys in the company, please.

Best regards,

Emil Bohm.

First Lieutenant Richard M. Raven
Corporal Robert S. Raven

Historical Sketch by Captain Charles G. Leland

There have been four generations of the Ravens in the Seventh Regiment. The two representatives on the rolls during the Great War, Richard M. Raven and Robert S. Raven, of Bayshore, Long Island, both made the supreme sacrifice on the battlefield in France.

Better soldiers than these two men have never fought in any cause under any flag. In an organization where the standards of efficiency, loyalty, and devotion to duty were particularly high, they were easily recognized by their comrades as men of unusual caliber. Their whole record of service proved the correctness of this estimate. Richard died at the head of his company in an attack on the enemy's trenches. Robert was killed while leading his squad in a daylight reconnoitering patrol in "No Man's Land."

Richard M. Raven was a member of Co. K, Seventh New York Infantry, National Guard. On the Mexican border in 1916 he was promoted to a Sergeancy, and served with the regiment during its five months of training and toughening under the tropical sun. He was a Seventh "non-com" par excellence and as such, one of the creators of that state of discipline for which the regiment has always been noted. In the fall of 1917, when the New York Division was finally ordered to Camp Wadsworth, S. C., he went with it as first sergeant of Co. K and held this important office through the period of stress and reorganization when the Seventh and the First, with drafts from the Twelfth and Tenth were merged into the 107th United States Infantry.

First Sergeant Raven was selected to attend the Officer's Training School at Spartanburg in January, 1918, and was commissioned second lieutenant before the graduation of his class,—an honor conferred upon a very few candidates of particular promise,—and assigned to his old company, which was a unique distinction.

As second lieutenant of "K" he went to France with the 107th and during the period of training in Picardy with the British Army attended the School for Gas Defense at St. Valery on the Somme and the Musketry School at Pont Remy. During July and August while the 27th Division was serving in Belgium, Lieutenant Raven remained with his original company in the East Poperinghe lines and at Dickiebusch

in the Ypres salient, a baptism of fire which no man who experienced it will be likely to forget.

Promoted during the summer for his coolness and soldierly qualities in the field, he was transferred, as first lieutenant, to the 1st Battalion of the 107th about September 1st, and appointed battalion adjutant. Captain Clinton E. Fisk, then in command of the 1st Battalion, remarked shortly before his death that in his experience he had never met a more efficient or a more valuable officer than Richard Raven.

For three weeks after having been withdrawn from the Flanders front, the 77th Division trained near the city of Doullens for the drive against the Hindenburg Line. The latter part of September the Second Corps consisting of the 27th and 30th Divisions, supported by the Australian Corps moved up to the front and on the 27th of September the attack began. On Sunday morning, the 29th, the 107th Infantry left their trenches and in one of the most desperate assaults of the war rushed through the wire and up into the machine gun nests of the Boches. The 1st Battalion on the left of the sector took and held the Knoll, an outpost of the Hindenburg system near the village of Vendhuile after heavy losses. Lieutenant Raven took part in this attack and came through unhurt. The day before in an effort to feel out the enemy's line a patrol from Co. K, including the squad of Corporal Robert Raven encountered heavy machine gun fire and left many dead on the field, the corporal among them.

When after three days of terrific fighting the enemy's line was broken, the regiment —what there was left of it—was relieved by the Australians and went into camp at Doingt, a suburb of Peronne. Its losses in those three days amounted to 1266. Most of the companies were reduced to mere handfuls of men. It was during this brief breathing spell that Lieutenant Raven asked to be returned to a line company in order that he might be in the thickest of whatever was to come, close to the men, and where he could find opportunities to make the Hun pay dearly for the lives of the comrades who had fallen. He was given command of Co. E, and at its head marched eastward again on October 6th. The 27th Division for four days moved forward in support of the 30th, pushing the enemy back rapidly to his prepared positions on the Selle river. Here he made a stand. In the vicinity of Busigny the 107th held the front line under continued artillery fire and gas bombardments, and on the 17th took part with the 108th in the assault of St. Souplet. By noon the town was cleared, the river crossed and the heights to the east in the hands of the New York troops. Under cover of the railroad embankment a group of 107th officers sat down waiting for orders, compared notes and ate whatever food they could find in their pockets. In this group was Lieutenant Raven in an enlisted man's overcoat, and carrying a rifle which he had used to advantage during the morning, for he was an excellent shot. He protested against the way in which his brother officers went into action with trench coats and revolvers and made themselves special marks for German snipers. He spoke affectionately of his new company and the gallant way in which they had conducted themselves. Orders came to move forward to the support of the 108th at Bandival Farm where the enemy was putting up a stubborn resistance, and he led his company across the open into position. Holding on to the farm that night, early the following morning the 107th went over the top, took the Boche trenches in a hand to hand fight and drove them beyond the Jonc de Mer ridge. Co. E's line had just begun to move forward when Lieutenant Raven was struck by a machine gun bullet and fell dead. On the right of the line in the same attack Captain Fisk, commanding the 1st Battalion, was killed. Their bodies were taken back to St. Souplet and buried in the American cemetery southwest of the town. And so, in the thick of the fight at the head of his men, Dick Raven died—an ideal soldier's death.

Robert Raven's story is that of the typical doughboy of 1918. When America entered the war, he enlisted in the Seventh. In training camp he won his chevrons. He carried the pack and the rifle through Flanders and northern France. After back-breaking hikes, he slept in barns, in ruined buildings or in the ditch beside the road, wherever night overtook him. He kept up with the column though his feet were bruised and blistered and every step a new torment. He went to sleep cold and hungry, or he stood guard half dead with fatigue. He growled about it, then joked about it and smiled. It was all a part of the game. He lived for days in a filthy trench under artillery fire and saw his comrades killed and maimed beside him, with no chance to strike back. He stuck to his post and bided his time. And when the order came, he went out to his death in the same spirit,—

just as thousands of other boys—for the cause of decency and fair play and the people back home.

Corporal Bob Raven lies in the American cemetery at Bony near where he fell in the center of the Hindenburg line.

* * *

Historical Sketch of Lieutenant E. STANLEY HART

(*By a Member of His Family*)

Lieutenant E. Stanley Hart was born in Amityville, L. I., March 31, 1898. All of his life was spent in that village until he was seventeen years old. He attended school there also the Methodist Church and Sunday School. He was a charter member of the Boy Scouts of the Methodist Episcopal School.

After the family moved to Bay Shore, L. I., part of his time was spent there and part in Freeport, L. I., with his elder brother.

At the time the United States declared war with Germany, he was then a boy of nineteen years; he wanted to go and take his part in the great struggle. He applied to the U. S. Aviation, but was rejected on account of a slight weakness in one eye. He then applied to the Royal Flying Corps, passed the examination and was accepted.

On September 23, 1917, he left for Toronto, where he first went to Medical Hall, Toronto University. From here he was sent to Camp Long Branch twelve miles outside of Toronto. Here they had long hours of drilling, mainly for discipline, and also had to go out on the range for machine gun practice. All had to do guard duty, having four hours on and four hours off.

On November 12, 1917, he went back to Toronto to enter School of Military Aeronautics, Toronto University; there he had to take up twenty-three subjects, studying every night but one. This course was supposed to take about three weeks. There he studied the different kinds of engines which was very interesting.

After passing all examinations, they were sent to Texas, to start flying; as the weather was too cold in Canada. They left Canada on December 11, 1917, reaching Fort Worth, Texas, December 14, 1917. He was sent first to Camp Taliaferro where he practised sending wireless messages in the air, artillery observations, taking photographs, etc. He made his first flight on December 15, 1917, in a Curtiss J. N. 4-Model. The Captain of his squadron was Vernon Castle, and he was one of the best. After he had had ten hours of flying, he started taking pictures in the air and signaling; also cross country and altitude tests, bombing, etc. He had to get in thirty-five hours of flying before getting his commission for Second Lieutenant.

He finished the course about March 1, and went to Toronto to get his commission, after which he came home for a furlough of three weeks, before going to England to get into training for an aviation Scout.

On April 1 he left Bay Shore, went to Toronto to report for duty overseas; arriving at Toronto on April 2, 1918, he entrained for Halifax then sailed on the transport *Scandinavian* April 8, 1918, arriving in Liverpool April 15, and from there by train to London. From London he was sent to Camp Shotwick, Queens Ferry-Chester, England, about fifty miles east of London.

At this camp he had to fly the Scout Machine, which is a smaller and much faster machine than the Curtiss. He also had two classes and a lecture every day. After graduating from this camp, which would probably take three months, he would get a First Lieutenant's commission. He had to learn stunting in the Avars machine, a very large machine, and then do Solo flying, in a Camel Scout Machine; and after that in a Service machine, doing four hours in that, then to be sent to an aerial fighting camp, before going over to France.

He never reached the fighting camp, for on June 5, 1918, while flying a Camel Scout machine, at a height of 3000 feet, the machine developed a series of spinning nose dives, and crashed to the earth, and he was killed instantly.

After a month his remains were sent home from England and he was buried in Amityville, L. I., where he spent most of his life.

His one ambition was to get over into the thick of the fighting, but God willed otherwise, and we can only bow our heads in submission, and say, "Thy Will be done."

* * *

Lieutenant IRVING EDWARD SMITH

(*From Suffolk County News*).

The arrival of ships the first of this week with a heavy foreign mail brought joy and thanksgiving to scores of families hereabouts, in many cases relieving the uncertainty and suspense of parents, wives and

sweethearts who had not heard for weeks or months from the boys who have been in the thick of the fighting in France.

In other cases there has been sad news of casualties and the joy and thanksgiving attendant upon the close of the war has been submerged in personal grief. A message of this kind came on Monday evening to Mrs. R. G. Smith, wife of General R. G. Smith, bringing the news of the death in the hospital at Tours, France, of her son, Irving E. Smith, of the U. S. Army Air Service. His death was due to meningitis, following influenza.

Until Monday of this week, Mrs. Smith had not heard from her son since October 16. A letter received on Monday, written on October 30, said he had been sick for several weeks with influenza but was considered out of danger and hoped the following day to be discharged from the hospital. On November 2nd his death occurred.

Lieutenant Smith has been in France since last spring as a fighting observer in the Air Service. He had done much hazardous work on the Western front. Late in the summer his plane fell and he was badly injured. His family never knew the extent of his hurts, but he was in a French hospital for six weeks. Later he was sent to England to perfect himself in aero gunnery in order that he might be detailed as an instructor. After a course of work in England and then in Scotland he was graduated and started for the headquarters in Tours to receive his orders.

He wrote to his mother that he intended to ask for a billet in the United States. For this reason Mrs. Smith when she did not hear from her son for a long time, felt that he was probably on his way to America and was going to surprise her. The shock was, therefore, more terrible.

Lieutenant Smith during the winter of 1916 and 1917 served as senior first lieutenant with the 4th New Jersey Infantry during the troubles on the Mexican border. The 4th New Jersey later became the 113th in Camp at Anniston, Ala. Early last spring he transferred to the Air Service, came to Mineola for ten days and then went to France.

He was born in New York on November 7, 1881. Besides his mother, he is survived by two sisters, Mrs. Frances Baldridge, wife of Commander H. A. Baldridge, U. S. N., Miss Laurie Smith and two brothers, Edward and Jewett Smith.

Although he spent much time in New York and Washington and had traveled extensively, Lieutenant Smith had, since early boyhood, considered Sayville his home, and was one of the most popular young men in our summer colony. He was possessed of an unusually generous and happy disposition and his death was a shock and brought keen regret to hundreds in all walks of life.

Last Memorial Day when the flagpole erected by the Women's Village Improvement Society in the village square was dedicated, Lieutenant Smith and his two brothers, who are also in the service, presented a large and beautiful American ensign which has since flown there. Early on Tuesday morning the flag—his flag—was placed at half mast in deference to the memory of a royal good fellow, a gentleman and a brave soldier.

* * *

Herbert E. Ketcham

The following is a letter received by his mother—Mrs. Smith Ketcham of Islip, L. I., from Captain Cardin, Division Commander of the United States Coast Guard:

"I have your letter of the 14th instant and on behalf of the officers and men of the New York Division, I want you to know that you have our sincere sympathy in the loss of your son—Herbert Ketcham, late a Seaman in the Patrol of the Patrol Fleet of the New York Division.

"Your son's record was clean and his devotion to his duty commended him to all who knew him. You have every reason to be proud of him and our sincere sorrow is extended both for the loss of this excellent man and your personal loss of a son."

(Signed) L. Cardin—Co. G.

* * *

Louis Riffard

(*From Suffolk County News*).

News reached Sayville on Tuesday from a source which we very much wish we might believe inaccurate bearing the information that Corporal Louis Riffard had died in France as the result of wounds received in action. The sad intelligence will bring sincere grief to many of the young man's friends, for everywhere we find people who were fond of him and who speak in only the highest terms of him.

In the first place, Corporal Leonard Sharp, of West Sayville, who was with Corporal Louis Riffard and was in Company M, of the 307th Regiment, wrote that he

had seen the young man fall wounded and heard a few days later that he had died as the result of wounds. The same day—Tuesday—there came to the *News* office, a letter from Wesley Rohm of Sayville, who said that he had seen Louis' grave and that he was killed in the Verdun drive.

Riffard came to Sayville from his home in Jersey City to live with his sister, who became the wife of Henry Hartmuller, Jr. Later, he made his home with Mr. and Mrs. Henry Hartmuller, Sr., and the family is grief stricken, although they have heard nothing officially. He was drafted in September, 1917, after having been employed for a year as a meter reader in Sayville by the Long Island Lighting Company—following employment with William H. Aldrich, a Patchogue electrician. He trained at Upton until early in the spring, when he went to France and has seen months of hard action. The last letter received from him came to his fiancee, Miss Adele Bamberger, Patchogue, to whom he became engaged at Christmas time. It was written on September 22. The young man was about 24 years of age.

* * *

Joseph A. Phillips

(*From Suffolk County News*)

In the midst of our rejoicing over the defeat of the Huns, sad news came again to Sayville when an official telegram from the War Department at Washington announced that Private Joseph A. Phillips, of Co. E., 316th Infantry, had been killed in action in France on September 29. The telegram was addressed to his sister, Miss Elizabeth Phillips, who resides on Hanson Place in this village.

Unlike Frederick Wever, the first of Sayville's sons to make the supreme sacrifice, Phillips was not a native of Sayville, but was born in Providence, R. I., 30 years ago. He had lived with his sister in this village for about two years and nearly all of that time he had been employed in the *News* office and in the interval had become a valued employee, loyal to the paper and a friend of every one connected with it. "Joe" was a gentleman by instinct, good natured, willing and obliging and the news of his tragic death brought grief deep and genuine to every one in the *News* office, and indeed, to all who knew him.

He was called to Camp Upton on the 29th of last May and there were many who predicted that because of his lack of weight and his frail physique he would not be retained in the service, but Joe was every inch a patriot. He came of fighting stock and had no notion of claiming exemption, and while he weighed little more than his pack and rifle he was pure grit, what there was of him.

He came back only once for a few hours' leave and after two or three weeks of training at Upton he was sent to Camp Meade, Maryland, and sailed from New York for France the first week in July. Perhaps one reason why his training was shorter than most men require was because of the fact that Phillips had served a term of enlistment in the National Guard of his native State, Rhode Island.

About three weeks ago the *News* received and published a long letter from Private Phillips which told in entertaining fashion of his experience on the way to France on board the transport and in training camps. The letter caused much comment and was by many people considered one of the best of the long list of interesting communications we have received from the boys over there and have published in the *News*. This letter was written just ten days before the fighting in which Joseph met his death.

We have no details, but judging from the number of casualties about that time from among men of his division his baptism of fire was a hot one. Those who knew him best will never question that he gave a good account of himself in the conflict.

Joe proved himself a patriot and a real man in more ways than one. For years he had taken care of his youngest sister, Elizabeth, or Bessie, as he affectionately called her, and their devotion was most touching. Immediately after he entered the Army he "signed up" to have half his pay sent to her and then half of the remainder went to pay for a life insurance of $10,000 in her favor, all he could get, to make provision for the sister whom he loved more than anything else in this world.

Her grief when the telegram came was pathetic and she was a sad little figure at the memorial mass which was said in honor of her soldier brother by the Rev. Father Fitzpatrick in St. Lawrence Church at eight o'clock on Monday morning.

* * *

Corporal Joseph C. Soucek

(*From Suffolk County News*)

Although the village of Bayport has proved her patriotism by sending an un-

usually large proportion of her sons into the Army and Navy service she has just recorded her first war loss in the death of Corporal Joseph Soucek, only son of Joseph Soucek. He was one of Bayport's soldiers of whose record she was proudest. He died at the base hospital at Camp Upton of septic poisoning on Monday night after being a patient there for nearly four months. He was born in Bayport 25 years ago and because of his excellent principles and his many likeable qualities, was one of Bayport's most popular young men, a graduate of the Bayport school, a member of the Jr. O. U. A. M., and of the Bayport Fire Department. The young man went to France with Co. M., of the 305th Infantry after training at Camp Upton and being one of Upton's picked men to give exhibition drills at the New York Hippodrome and in Montreal, where parades of our crack National Army men were held.

He was wounded in the side by a piece of shrapnel while fighting at Chateau Thierry and came home early in January. The young man at first did not consider his wound serious and was so anxious to stay in the fighting that he failed to report at a hospital until his hurts became very painful and he realized that failure to report the injury might render him liable to the criticism of his officers. He also feared disturbing his father and three sisters at home by the appearance of his name in the casualty list. When he first arrived home he seemed to be looking and feeling well but the poison soon spread through his entire system and a number of operations had to be performed.

Funeral services were held from his home on Kensington Avenue and from St. Ann's Episcopal Church in Sayville, the Rev. John H. Prescott officiating.

The flag-draped casket was borne to its last resting place in St. Ann's Cemetery by seven young veterans of the war, in their army uniforms. Corporal Soucek's former Bayport friends who acted as pall bearers were Lieutenant Paul Smith, Lieutenant Alfred Frieman, Sergeant Samuel J. Hicks, Edward Sharp, Wilfred Breckenridge, Otto Haer, and John J. Sullivan.

THE ARMY NURSE

By Hiram N. Rossuck

(*The writer of this article, Hiram N. Rossuck, knows whereof he writes. For many weary months he lay in the hospital seriously wounded by shrapnel through the right breast. And out of a grateful heart he pays this tribute to The Army Nurse.*—The Editor.)

ONE of Uncle Sam's children about whom, perhaps, we hear the least, and about whom we can never say enough, is the Army Nurse. We called her "Sister," and sister she was, in the finest sense of the word—more a sister to many of us than our own sisters could ever hope to be.

We hear of the horrors of war as experienced by the men who went over the top. Much has been written about the men who suffered severe wounds, and who saw their buddies suffer, and, in many instances, saw them killed. Yet how much do we ever hear of the horrors of war as they affected the Army Nurse?

Probably no one saw more horrible sights than the nurses in the base hospitals. It was they who had to receive the wounded when they were brought in from the battlefield, torn and bleeding, and so completely covered with mud that it was sometimes difficult to recognize them as human beings. It was they who had to assist in the dressing of the men's wounds, to care for them while they were recovering, or, in less happy instances, which were all too numerous, ease their last moments. Certainly these were not pleasant sights for these delicately nurtured girls to have to witness, and it took a tremendous amount of courage for them to carry on their work.

Nor was the necessity of witnessing these horrible sights, of seeing fine, sturdy youths mangled and torn, the worst part of the nurse's life. Not only must she live through some of the most horrible experiences through which any one could live, and perform the most unpleasant tasks, but she must like it, or appear to do so. The wounded doughboy had the privilege of sinking to the depths of despair, but his nurse enjoyed no such privilege. No matter what she might have to live through, she must always be cheerful, and have a bright smile and a cheery word for her patients, for this they needed as much as they did medical attention. She must listen interestedly to the convalescents as they talked of mother, home, and friends, without indulging in her own longing for *her* mother, home and friends. She must help him write to the folks back home, and often write his letters for him.

It was her duty to keep her patients in a happy frame of mind, or rather to keep them, as far as within her power lay, from absolute despair. She must always give them courage to go on with their fight for life, when often she knew that it was a hopeless fight, or that, while there was a possibility of the boy's life being saved, it would be better for him if he were allowed to follow so many of his buddies.

Through all this, her smile was never allowed to falter, but she must go on, putting on a brave front, and pretending to be happy and cheerful. The world in general will never know all that the Army Nurse did, but the boys for whom she did so much will never cease to love and respect her.

Charles E. Kirkup, Jr.

of Bay Shore, enlisted in Ambulance Service on June 20, 1917, and trained at Allentown, Pa. Arrived in France on Feb. 4, 1918. Assigned to French Army, serving with them in the Aisne and on the Marne River on May 27, the next German Offensive in the Champagne Sector, July 15; the Meuse-Argonne Offensive of Sept. 27 and on the Aisne-Oise on Oct. 30. After the Armistice, the section occupied Northern Luxemburg until Feb. 5, 1919. They started for Brest on April 25 and sailed from there on May 7, arriving in Boston May 19. Mr. Kirkup was discharged from service at Camp Devens on May 23. He received the Croix de Guerre for bravery under fire on the Aisne-Oise front Oct. 30.

George F. Doyle

of Bay Shore, enlisted at New York on June 13, 1917, in the U. S. Ambulance Service. He sailed on the Carmania on Jan. 9, 1918, arriving at Liverpool, England, on Jan. 22 1918. They went to Champagne front, France, by way of Havre and St. Nazaire, arriving at the front on March 17, 1918. Here they were attached to the 72nd French Division and later transferred to the 4th French Army, 13th Division. He saw service through four major operations on the Champagne front with the French Army, namely, Aisne-Marne, May 27, 1918, to Jan. 7, 1918; Champagne, July 15 to Aug. 1, 1918; Marne-Argonne, Sept. 4 to 27; Last Battle of Aisne, Oct. 4 to Nov. 11, 1918. He was decorated by the French with the Croix de Guerre on May 28, 1918. He sailed from Brest, France, on May 21, 1918, arriving at Camp Devens, from where he was discharged on Jan. 12, 1918.

Arthur A. Perkinson

of Bay Shore, enlisted in the United States Ambulance Service in June, 1917, and trained at Allentown, Pa., until Jan., 1918. He served overseas with this outfit until the termination of the war.

Earle B. Gibson

of Bay Shore, enlisted at New York City on June 27, 1917, and trained at Allentown, Pa., in U. S. Ambulance Service until Jan. 9, 1918, when he sailed from the United States, arriving at Liverpool, England, on Jan. 24, 1918. From there he was sent to France, arriving at the front on the Champagne Sector in March, 1918. From there to the Marne-Aisne and then to the Argonne. For service therein the Section as a whole was awarded the Croix de Guerre or Sectional Citation. In October, 1918, he was sent to Paris for rest and for examination. After the Armistice was signed, he was sent to the United States, arriving at Newport News, Virginia, in Jan., 1919. He was then sent to General Hospital No. 30, Plattsburg, New York, being later transferred to General Hospital No. 5, Fort Ontario, New York. After being fully recovered he was sent to Camp Upton, from where he was discharged from service on June 16, 1919.

Percy L. Jayne

of Bay Shore, was with Section 580 of the American Ambulance Corps and served in France with them during the period of the war. No further record could be obtained of his services.

Frederick Delemarre

of Bay Shore, enlisted in the U. S. Army Ambulance Service, in Section 580 on June 17, 1917. He trained at Allentown, Pa., sailing for overseas with his section on Jan. 9, landing in Liverpool, England. From there they proceeded to Camp Winchester, where they remained for one week, when ordered to St. Nazaire, at which place their full Section formed with full equipment. On March 5 they were ordered to the front, in the Champagne Sector, Bourvancourt. Mr. Delemarre served in France, driving the staff car. His first experience at the front took place on March 17, 1918, in the Champagne Sector, where he was detailed to drive the staff car. He served in the following battles: Champagne-Marne, Aisne-Marne, Meuse-Argonne, Oise-Marne and in the final attack of Sept. 26. His Section was cited for bravery. Upon his return to America he was honorably discharged from service at Camp Devens on May 19, 1919.

James McBreen

of Central Islip, enlisted in the American Ambulance Corps and served on the Western Front, in France with Section 580 during the entire period of the war. He engaged in the Aisne Defensive, Champagne-Marne Defensive and Aisne-Marne Offensive, Meuse-Argonne, Oise-Aisne Offensive. He was honorably discharged from service on May 16, 1919.

Arthur K. Drake

of Bay Shore, enlisted in American Ambulance Corps and served in France during the war with Section 580. Was captured and held as German prisoner until after the signing of the Armistice. (See Narrative Page 138).

CHARLES E. KIRKUP
GEORGE F. DOYLE
ARTHUR A. PERKINSON
EARLE B. GIBSON
PERCY L. JAYNE
FREDERICK DELEMARRE
JAMES Mc BREEN
ARTHUR K. DRAKE

Roland William Baiter

of Bay Shore, enlisted in Brooklyn, N. Y., Oct. 19, 1917. Trained at Rock Island Arsenal, Ill., Camp Dodge, Iowa, Camp Logan, Texas. Served with the 5th Mobile Ordnance Repair Shop, 5th Ammunition Train, 5th Regular Division as Sergeant of Ordnance. Sailed from New York, May 27, 1917, on S. S. Derbyshire. While overseas took part in the St. Mihiel Offensive and the Argonne Forest Offensive. With the Army of Occupation in Luxemburg Duchy from Nov., 1918, to July, 1919. Sailed from Brest, France, July 18, 1919, on the S. S. Zeelandia. Arrived in the States on July 31. Discharged Aug. 5, 1919.

Joseph Edmund Stanton

of West Islip, called to service Sept. 14, 1917; trained at Camp Upton; made Corporal Nov. 1, 1917; assigned to 308th Infantry, 77th Division. Sailed for overseas April 16, 1918, to Calais, France; then sent to front, where he remained almost continuously until the Armistice was signed. Served in the following sectors: Bacarot and Vesle, Oise, Aisne, Meuse-Argonne Offensive. At the latter place was wounded in the hip by machine gun bullet, recovering completely after spending two weeks in the hospital. Was a member of the so-called "Lost Battalion." Was discharged at Camp Upton, May 9, 1919.

Reuben P. Lindholm

of Bay Shore, called to service Sept. 19, 1917; assigned to 306th Infantry, 77th Division; promoted to First Sergeant Nov. 10, 1917; graduated from Officers' Training School; sailed for overseas April 15, 1918; received commission as Lieutenant July 13, 1918, assigned to 307th Infantry; served continuously with this regiment and division until Oct. 4, 1918, when his company and two others were trying to cut through to the relief of the "Lost Battalion." He was struck by a machine gun bullet, which paralyzed his left arm and he was ordered to leave. This he refused to do, as he was then in command of the company, the captain having been wounded. For this he was recommended for and received a citation. He was then sent to base hospital, where he stayed four weeks. He left the hospital on Dec. 13, 1918. He was erroneously reported killed in action and had the pleasure of reading his obituary. Returned home with 77th Division and took part in the parade in New York City.

William C. Ladman

of Bay Shore, enlisted in the 165th Infantry, 42nd Division, the so-called "Rainbow Division"; trained at Camp Mills, Hempstead, L. I.; arrived in Brest, France, Nov. 11, 1917. From Feb. 17, 1918, to March 21 was in Loraine Sector; on the latter date was seriously gassed; was blind for five weeks, was then given the chance to return home, but did not take it. He was in the Champagne Sector during the battle from July 1, 1918, to July 16; in the battle of the Ocquea River on July 28. Was slightly wounded in the right leg by machine gun bullet. After spending several months in hospitals and camps he returned to the United States on Jan. 9, 1919, and was discharged at Camp Dix.

Alfred Wagstaff, Jr.

of West Islip, was commissioned a First Lieutenant in the Ordnance Department on Aug. 15, 1918, and sent to Raritan Arsenal, New Jersey, where he spent two months in the Ordnance Motor Instruction School. On Oct. 4 he was assigned as Ordnance Officer of the 38th Artillery. C. A. C. at Camp Eustis, Va. This regiment was about to sail for France and was at Camp Stewart, Newport News, Va., at the time of signing the Armistice. They then came to Fort Hamilton, Brooklyn, N. Y., with this regiment on Dec. 22, 1918; the 38th Artillery was demobilized and he was later transferred as Ordnance Officer of the S. I. Artillery C. A. C. This regiment spent the winter and summer of 1919 at Fort Hamilton and on Oct. 15 moved to Camp Jackson, S. C.

J. Newman Wagner

of Bay Shore, enlisted in the New York Field Artillery May 1, 1917; was mustered into the 104th Regiment, 27th Division; trained at Spartanburg, S. C.; arrived in France July 12, 1918. On Aug. 30, moved up to the support of the French Division north of Verdun; on Sept. 9 to Sept. 24 in the St. Mihiel Offensive, supporting the 33rd American Division. During this time their losses were heavy. After the Armistice they remained in camp in France until March 2, 1919. Was discharged at Camp Upton, April 1, 1919.

Frank H. Wagner

of Bay Shore, called to service at Camp Upton Dec. 5, 1917; was assigned to the 305th Infantry, 77th Division. Was later transferred to the General Headquarters department; sailed for France March 29, 1918; on arrival in France was stationed at Chaumont for two months. The general records office to which he was attached was moved to Boinges, where he served the remaining twelve months. Sailed for the United States April 10, 1919. Was discharged May 15.

Arthur LeRoy Baldwin

of Bay Shore, called to service April 1, 1918, at Camp Upton. Sent to Spartanburg to join the 27th Division. After a few days training the division was sent to Camp Stewart, Newport News until May, when they sailed for France; moved in reserve trenches late in July with the English Army, remaining with that army until the Armistice was signed. The Allies were preparing to break the Hindenburg line and his company went over the top after about two hours of fierce fighting. He was shot through the arm and was sent to a field hospital and then to a hospital in England. Later he had influenza, and was not able to return to his company until the Armistice was signed.

ROLAND W. BAITER
JOSEPH E. STANTON
R. P. LINDHOLM
WM. C. LADMAN
ALFRED WAGSTAFF JR.
J. NEWMAN WAGNER
FRANK H. WAGNER
ARTHUR L. BALDWIN

H. Aubrey Brewster

of Bay Shore, joined Naval Reserve and was called to duty when war was declared. After several months training volunteered for foreign service. He was assigned to the U. S. S. Powhatan transport; member of gun crew. He was discharged Sept 1, 1919, with rating of Coxswain.

LeRoy F. Young

of Bay Shore, volunteered July 5, 1917, on U. S. S. Granite State in 1st Battalion, New York State Naval Militia. Here until Oct. 24, 1917, then transferred to U. S. S. President Grant, transporting troops until his discharge March 5, 1919.

Henry S. Farley

of Bay Shore, enlisted in the U. S. Coast Guard May 3, 1917. Trained at Fort Turnbull. Served on U. S. S. Manning for thirteen months, which was on patrol duty, and convoy with base at Gibraltar. He was discharged in Sept., 1919, as Carpenter's Mate, 1st Class.

William Reddington

of Bay Shore, volunteered May 29, 1917, at Newport, R. I. Went to sea one week later on the U. S. S. Arizona, after nine months he was transferred to the Owl and served on this ship and the Petrel, mine sweeping on the U. S. Coast until he was discharged, with the exception of two months, when he did shore duty.

Leonard W. Young

of Bay Shore, passed physical examination, but on account of his age (70 yrs.) could not enlist. He was retained as a civil employee on U. S. S. Newport on patrol duty from New London, Conn., to the Chesapeake Bay, until May 4, 1919.

Louis Holtje

of Bay Shore, volunteered in the U. S. Naval Reserve April 3, 1917. After training at Bensonhurst and Pelham Bay, sailed for France on the U. S. S. Von Steuben on duty at the Pavillac Air Station, later served in the Naval Relief Unit in Belgium and northern France, arriving at Norfolk, Va., on the U. S. S. Westbridge. Was retired to private life.

Chester T. Bahan

of Bay Shore, volunteered Aug. 6, 1917, at Section Base at Tompkinsville, N. Y., 3rd Naval Base. Duty with Mine Sweeping Squadron No. 10. Citation for efficiency.

Ernest James Patthey

of Bay Shore, volunteered April 10, 1918, as a Seaman 2nd Class; called for service in 2nd Regiment, Pelham Bay; passed examination for Petty Officer; detailed to train rookies; later promoted to Company Commander. Discharged Dec. 18, 1918.

H. AUBREY BREWSTER
LE ROY F. YOUNG
HENRY S. FARLEY
WM. REDINGTON
LEONARD W. YOUNG
L. HOLTJE
CHESTER T. BAHAN
ERNEST J. PATCHEY

Raymond J. Cushman

of Bay Shore, enlisted Nov. 13, 1917, at Brooklyn Navy Yard. Trained at Massachusetts Institute of Technology; Bay Shore Flying Station; Pensacola Flying Station; Florida. He was discharged Jan. 31, 1919. He was overseas as an ambulance driver with the American Red Cross from June to November with Section No. 11 in the Verdun, Champagne de Dame, Berry Au Bac sectors.

Chester B. Harper

of Bay Shore, was in the U. S. Navy from May, 1903, to May, 1911, serving the latter part of the time as Gun Captain. He re-enlisted in April, 1917, leaving Philadelphia on the submarine Mother-Ship Dixie, serving ten months with the destroyer flotilla operating in the English Channel with Naval Base at Queenstown. On April 6, 1918, he was transferred to the U. S. Naval Air Station at Aghada, having charge of that camp of fifteen hundred men for two months. After an examination for Machinist, he was detailed to the flight division, later taking up flying as a flight mechanic and doing sub-patrol in the English Channel and Irish Sea. He was transferred to the Air Station at Whiddy Island in Bantry Bay as Chief Flight Mechanic, arriving there by air. This bay was a German sub-base at the beginning of the war. From that time until the Armistice was signed he had full charge of all flying boats and their preparations. Total flying time 102 hours. He was discharged March 6, 1919.

Edward C. Raven

of Bay Shore, enrolled as Lieutenant in the U. S. Naval Reserve Force in May, 1918, and served as Executive Officer on the U. S. S. American until Oct. 1, 1918. He was assigned to the U. S. S. West Cressy and served in the same capacity. Previous to this he had been chief officer of the S. S. American in the Army Transport Service. He was released from active duty in May, 1919, and then took command of the ship he had been on as Executive Officer.

Frederick S. Rhodes

of Bay Shore, enlisted April, 1917, in the 2nd Telegraph Battalion Reserve Signal Corps and later changed to the 407th National Army. He was called to service in June, 1917. He trained at Monmouth Park, Md., and Camp Alfred Vail. He sailed for France in August; served in the Alsace-Lorraine, Belgium, Luxemburg and Germany. He received two Citations from General Russell, Chief Signal Officer of the A. E. F. He was discharged from the service May 2, 1919.

Victor M. Smith

of Bay Shore, enlisted in the 23rd Regiment, N. Y. N. G.; trained at Camp Wardsworth, S. C., in Company K, 106th Regiment, 27th Division. He served in France and Belgium with the British Army from May 10, 1918, to March 6, 1919. He took part in the battles of the Hindenburg line, St. Souplet, Jonce de Mer Ridge, Mt. Kerniel, The Knoll at Guillemont Farm, Marne River, Dichenbuch Sector, Belgium.

John A. Burchell

of Bay Shore, enlisted May, 1917, in 1st Plattsburg Officers' Training Corps; Commissioned First Lieutenant Aug., 1917, at Plattsburg; served as Company Officer, Co. H, 305th Infantry, 77th Division acting as divisional instructor in bayonet training at Camp Upton for six months. He went overseas, arriving at Calais April 29, 1918. On May 2, the Division was thrown into the Calais Valley as reserves to the British Forces opposing the German Drive of April 28 and May 20, 1918. He visited the front lines at Haberterne and Gonecourt Woods May 9, manoeuvred about Calais Valley until June 1. Was sent home July 28, commissioned Captain Co. C Machine Gun Battalion. Spent the balance of the time, until he was discharged Feb., 1919, in Machine Gun School.

Frank Yezek

of Bay Shore, enlisted as a Sergeant Chauffeur in the 2nd M. E. R. C. at Governor's Island on May 8, 1917. He was assigned to the Motor Truck Co. 66, at Camp Dix. He was transferred to the Motor Truck Co. 327, acting as Sergeant Mechanic of that. Nov. 1918, he was recommended for a commission, but owing to the Armistice, it was not issued. He was discharged April 19, 1919.

Irving Loucks

of Bay Shore, enlisted at Brooklyn, N. Y. Trained at Newport, R. I. He was detailed Yoeman at the Detention Training Camp at Deer Island, Mass. He was discharged April 29, 1919.

RAYMOND J. CUSHMAN
CHESTER B. HARPER
EDWARD RAVEN
FREDERICK S. RHODES
VICTOR M. SMITH
JOHN A. BURCHELL
FRANK YEZEK
IRVING LOUCKS

Wolfer Van Popering, Jr.

of West Sayville, volunteered in the U. S. N. R. Force; was installed in service Nov. 3, 1917; trained at Pelham Bay Park and the Federal Rendezvous. He was discharged at Marine Basin, Brooklyn, N. Y., on June 23, 1919.

Lewis Van Popering

of West Sayville, volunteered and was installed in service Dec. 28, 1917, at Philadelphia. He served with the U. S. N. R. Force in Naval Aviation. He sailed for France Feb. 23, 1918, landing at Bordeaux March 5, 1918. From there he was sent to Pauillac, where he did construction work until Aug. 14, 1918. Later he was sent to Arsschon, where he served until the 22nd of November, doing construction and repair work. He left Arsschon on the 22nd of November for Pauillac and sailed from there Nov. 28, 1918, for the U. S. A. He was released from service Jan. 22, 1919.

Arthur Leland Lynch

of Bayport, was inducted into the service, arriving at Camp Upton Sept. 19, 1917, training at this camp. He served with Company D, 302nd Engineers, 77th Division. He arrived overseas April 15, 1918. He had six weeks training in Flanders with the English troops. He went to the front for the first time on June 20. Served in the Lorraine Sector, Vesle, Aisne, Champagne and the Meuse-Argonne.

Walter Herbert L'Hommedieu

of Bayport, volunteered and was sworn in the service at Fort Slocum, N. Y., on the 15th of March, 1918. He trained at Fort Howard, Md., and was made Corporal on July 11, 1918, and was promoted to Sergeant on the 13th of October, 1918. He went overseas with Battery A, 7th Anti-Aircraft Battallion. He did not see any active fighting, but was stationed in Villiers-la-Belle, a village about twelve miles outside of Paris. He was sent to Bordeaux, France, on the 3rd of November and sailed for home from Brest on Jan. 2, 1919. He was discharged from Fortress Monroe, Va., on the 28th of January, 1919.

Roy C. Hildebrandt

of Central Islip, entered service by voluntary induction on June 5, 1918; trained at St. Elizabeth's Hospital, Washington, D. C., in the Neuro-Psychiatric Unit Medical Department. He was transferred to Neuro-Psychiatric Unit Embarkation Hospital Corps Medical Department at Newport News, Va., on July 7, 1918. He was discharged Feb. 3, 1919, from Newport News, Va., Camp Stewart, as Sergeant.

Carroll Livingston Homan

of Sayville. Having been a student at Cornell University for two years, he was called there Aug. 1, 1917, to act as Civilian Instructor in Wireless Telegraphy, which position he held until March 8, 1918, when he was commissioned from civilian life as Second Lieutenant and continued to act as Radio Instructor in the U. S. Army School of Military Aeronautics in Ithaca, N. Y. He was discharged from here December 15, 1918.

Mortimer F. Brown

of Sayville, volunteered in U. S. Naval Reserve and was sworn in Nov. 2, 1918. He trained at Pelham Bay Naval Training Station. He was discharged Dec. 21, 1918.

Benjamin Franklin Woodward

of Sayville, volunteered and was installed in service April 7, 1917. He trained at Pelham Bay Naval Training Station and served with the Secret Service and Naval Communication. He was released before going overseas, at New York on Aug. 17, 1919.

WOLFER VAN POPERING, JR.
LEWIS VAN POPERING
ARTHUR L. LYNCH
W.H. L'HOMMEDIEU
ROY C. HILDEBRANDT
CARROLL L. HOMAN
MORTIMER F. BROWN
BENJAMIN F. WOODWARD

Schuyler Watts

of Bay Shore, called to service May 21, 1918; trained at Camp Upton; sailed for France and was engaged in the Metz Offensive. He was wounded by bayonet thrust.

John Leo Fitzpatrick

of Bay Shore, enlisted Sept. 26, 1917, at New York; assigned to 6th Engineers; trained at Belvoir, Va. He arrived in France Dec. 22, 1917; engaged in erecting cantonments at Haute-Marne until Feb., 1918. They moved to the British Front; took part as Infantry at Warfusse-Abancourt until the Germans were repulsed on April 3. For their work there they received the D. S. C. They were engaged in constructing trenches, entanglements and dugouts until July 18, when they joined the 3rd Division at Chateau-Thierry. Advanced from the Marne to the Vesle River. After a short rest, moved to St. Mihiel and from there to Argonne. While on the way to storm Metz the Armistice was signed, Nov. 11, 1918. On Nov. 14 the 6th Engineers, Marne Division, became part of the Army of Occupation and started on the 220 mile hike to Germany, where it remained until Aug. 10, 1919. Received orders to sail for home and left Brest Aug. 15 on the Manchuria, arriving in New York, Aug. 25. He was discharged four days later from Camp Dix, N. J.

Frank X. Creedon

of Bay Shore, enlisted Sept. 20, 1917. He was assigned to Machine Gun Co., 106th Infantry, 27th Division, General Ryan commanding. Trained at Spartanburg, S. C.; arrived in France in May, 1918, operating with the British Army at Mt. Kennel on the Flanders Front in different sectors, Vierstraet Crossing, East Poperinge line and Dichebuch. Moved on Sept. 10, 1918, to the Picardy Front, where they fought until the Armistice was signed. On this front fought at Guillemont Farm, Quenemont Farm, The Knoll and the famous Hindenburg line, and then later at the LaSelle River and the St. Maurice River. This division was cited four times for being under fire. He was promoted to Sergeant July 20, 1918; was attending officers' training school when Armistice was signed. Was discharged April 2, 1919.

Walter Henry Welcher

of Bay Shore, enlisted in the Naval Reserve on Dec. 4, 1917. Trained at Pelham Bay, N. Y. He was assigned to the U. S. S. Avocet, a mine sweeper of the so-called suicide fleet, on Sept. 16, 1918; cruised the Atlantic Coast mine sweeping and answering S. O. S. calls; transferred to the U. S. S. Brant on the same duty until in the fall of 1919; sailed with the Pacific Fleet through the Panama Canal to Santiago, Cal., and was there released from active duty on Oct. 21, 1919.

Sidney W. Chew

of Bay Shore, enlisted in the U. S. Naval Reserve Force June 29, 1917. He was ordered to the Naval Training Station at Bensonhurst. On Aug. 29, 1917, he was sent on board the U. S. S. Leviathan, at that time the S. S. Vaterland of the Hamburg American Line. They made the trial trip to Cuba in November, 1917. The trip was successful and in seven months the ship was converted from the passenger service to the transport service. Made the first trip across the Atlantic in December, carrying on the sixteenth trip 14,300 men. This trip was also their record for time, taking fifteen days to make the round trip from Ambrose Channel to Brest, France. Before the Armistice was signed this ship carried 4,500 officers and 100,000 men to Europe, about one-twentieth of the A. E. F. On May 30, 1918, the ship, with Brest plainly in sight, sighted a periscope on her port quarter. There followed about one-half hour of rapid firing by their battery. They had a very narrow escape. This was only one of their many miraculous escapes during Sidney Chew's stay on this ship, which was two years and twenty-one days. He was released from active service Sept. 21, 1919.

Henry S. Hall

of Bay Shore, volunteered. Entered service June 23, 1917; trained at Sayville, L. I., Section, Base 5. Discharged Dec. 13, 1918.

Lewis J. Hall

of Bay Shore, volunteered and was installed in service Jan. 27, 1917. Served with the U. S. Naval Reserve Force, Transport Service, Aug. 10, 1917, to Jan. 27, 1919. He was promoted to Lieutenant, Junior Grade on the U. S. S. Floridian.

Joseph W. Hall

of Bay Shore, called into service May 29, 1918. Was sent to Camp Upton and placed in the 152nd Depot Brigade for three weeks. He was transferred to Camp Devens, Mass., and served in the 76th Division, Battery E, 301st Field Artillery. Trained at Camp Devens and later, after going overseas, finished training in a French Artillery Training Camp (Camp de Bouge) in the southern part of France. Returned to this country Jan. 5, 1919, and was discharged Jan. 18, 1919.

SCHUYLER WATTS
JOHN LEO FITZPATRICK
FRANK X. CREEDON
WALTER HENRY WELCHER
SIDNEY W. CHEW
HENRY S. HALL
LEWIS JOHN HALL
JOSEPH W. HALL

George Edward Davis

of Islip, enlisted in the U. S. Naval Reserve Force March 30, 1917, as a plumber and fitter. He was called to active service April 10, 1917. He was stationed at the Navy Y. M. C. A., Sand Street, Brooklyn, and later transferred to the 2nd Battalion, Naval Militia Armory, 50th Street, Brooklyn. On June 30, 1917, he was transferred to Yard Craft Repair Force, Navy Yard, N. Y. On May 9, 1918, he was appointed to the rank of Warrant Carpenter and assigned to the Examining Board at Bensonhurst, N. Y. June 24, 1918, he was assigned to the U. S. S. Denver, then doing convoy duty. He was later transferred to Brest, France, via Liverpool, London, Southampton, LeHavre and Paris, and assigned to U. S. Repair Ship Prometheus as Junior Repair Officer. He was released from active service and ordered home Oct. 25, 1919.

Harry Nathaniel Brown

of Islip, enlisted in the U. S. Naval Reserve Force and was called for duty on June 21, 1918. He was trained at U. S. Naval Training Station, Pelham Bay Park, New York, in the 4th Regiment, 3rd Company. After satisfactorily passing his examinations, he received the rate of First Class Plumber and Fitter and served in that capacity in the Engineer Department at the United States Naval Training Station, Pelham Bay Park, N. Y., at which place he was released from active duty on April 26, 1919.

Charles H. Jackson

of Islip, volunteered for service and was called for duty on Sept. 8, 1918. He was in a Casual Company, attached to overseas railway operating division. He sailed for overseas Oct. 1, 1918, and was stationed at the Railway Division, Bordeaux, Tours, etc.

George Edward Hubbs

of Islip, enlisted Nov. 25, 1917; trained at Kelly Field, Texas, and served with the 148th Aero Squadron. He was overseas ten months. On Sept. 4, 1918, while on duty, he was struck by an Aeroplane propeller, resulting in an amputation of the right forearm and causing complete paralysis of the right shoulder. He was operated on and a nerve graft made, but shoulder remained the same after eighteen months treatment. He was discharged from the Walter Reed Hospital, Washington, D. C., on April 7, 1920.

Roy Edmund Pardee

of Islip, volunteered and was installed May 14, 1917. He was trained at Plattsburg, N. Y., where he received his commission of Second Lieutenant of Infantry Aug. 15, 1917. He sailed for France unattached on Sept. 8, 1917. On his arrival he was sent to the second British Army, behind Ypres, for training. He saw action in front of Ypres (Flanders) and at Wychett Woods. He was assigned to 1st Battalion of the 26th Infantry, 1st Division, commanded by Major Roosevelt, on Oct. 17. He went into the trenches Oct. 21 in the Looneville Sector. After ten days they were relieved by the 2nd Battalion. He was then transferred to the 3rd Battalion and went back to the front on Nov. 10 for a time. He was later sent to the 42nd Division as an instructor. On Dec. 5, he was attached to the 168th Infantry as Regimental Gas Officer. He went into the trenches on Feb. 22, 1918, and left when he was gased on June 18-19, 1918. He was treated at Camp Hospital 13 and Base Hospitals 15 and 8. He was ordered in class "D" and to be returned to the United States Dec. 20, 1918. He sailed for home on Jan. 11, 1919, and was sent to a hospital in New York on his arrival Jan. 22. He was later transferred to hospital at Camp Upton, L. I., from where he was discharged on Feb. 5, 1919.

Joseph Paul Consigler

of Islip, enlisted on July 25, 1918, in the U. S. Navy. He was stationed at Pelham Bay Training Station in the 9th Regiment, 2nd Company. He was later transferred to the Fleet Supply Base, where he remained until he was discharged on April 17, 1919.

Joseph A. Leek

of Islip, was inducted in service at Camp Upton on Sept. 19, 1918, and attached to the 27th Company, 7th Battalion, 152 Depot Brigade; later transferred to Local Board No. 2 Bay Shore, L. I., for selective service. He was discharged from Camp Upton on Jan. 15, 1919.

Ambrose J. Shaughnessy

of Islip, volunteered and was installed July 10, 1917, at Fort Hamilton, Brooklyn, N. Y. He was attached to Battery F, 59th Coast Artillery, 32nd Artillery Brigade. He arrived in France on April 6, 1918. Trained at Limoges and LaCourtine with eight inch Howitzers. He saw action in St. Mihiel Drive and Meuse-Argonne Offensive. He sailed for home Jan. 8, 1919.

GEO. E. DAVIS
HARRY N. BROWN
CHARLES H. JACKSON
GEORGE E. HUBBS
ROY E. PARDEE
JOSEPH P. CONSIGLER
JOSEPH A. LEEK
AMBROSE J. SHAUGHNESSY

Jasper Bissett Garmany

of Bay Shore, enlisted on July 6, 1917, in the 23rd Infantry, N. G. N. Y. and was transferred to Supply Co. 165th Infantry U. S. A., 42nd Division and trained at Camp Mills, N. Y. He left for overseas service Oct. 28, 1917, and served with the 165th Infantry as Wagoner, on the Lorraine and Champagne sectors and also at Chateau Thierry, St. Mihiel and the Argonne. He arrived in the U. S. on Jan. 3, 1919, a casual and was discharged at Camp Upton on Jan. 15, 1919.

George Mackenzie Garmany

of Bay Shore, enlisted Jan. 22, 1918, in the Private Engineers. He was assigned to Engineer Officer's Training School, Camp Humphrey, Va., Aug. 1, 1918, commissioned Second Lieutenant, Engineers, U. S. A., Oct. 25, 1919; assigned to 5th Engineer Training Regiment, Camp Humphreys, Ga., Oct. 28, 1918. Transferred to 1st Engineer Training Battalion, Camp Forest, Va., Nov. 10, 1918. He was discharged from Camp Forest, Ga., Jan. 4, 1919.

Percy W. DeMott

of Bay Shore, was called to service Sept. 28, 1917. He trained at Camp Upton and was assigned to the 306th Infantry, 77th Division. He left Camp Upton April 13, 1918, for overseas, landing at Calais, France. He trained at Larone Ville for three weeks and was sent to the front with his company to relieve the 42nd Division at Alsace-Lorraine. After forty-five days in the trenches received orders to move to Chateau Thierry. He was in heavy action above Fismes, where they drove the enemy back to the Vesle River. There he was severely wounded Aug. 13, 1918. He was picked up by the French First Aid men and taken to a French field hospital. He was operated on there and after four days was sent to the American hospital at Royal, France. After another operation, he left the hospital on Nov. 17, 1918, for a convalescent camp where all wounded men were put in companies. After his company was complete, he left for St. Nazaire, where he spent Christmas. He sailed for home Dec. 27, landing in Newport News; later sent to Camp Dix, N. J., where he was discharged, Jan. 25, 1919.

Stanley Jerome Gleason

of Bay Shore, enlisted in the U. S. Naval Reserve Force at Babylon, April 7, 1917, and changed over to the regular Navy at Brooklyn, N. Y., April 23, 1917. He trained at Naval Signal School, Newport, R. I., from April 24 to Aug. 2, 1917. He was detailed to U. S. S. Florida. August 6; served as Signal Quartermaster on the U. S. S. Florida overseas. He was connected with the British Grand Fleet from Dec. 6, 1917, to Dec. 2, 1918. He was discharged from U. S. Navy at the New York Receiving Ship, Aug. 30, 1919.

Harry Lewis Chew

of Bay Shore, was called to service Sept. 28, 1918. He was detailed to Camp Upton for one month and then was sent to Camp Gordon, Ga., and was placed in Company B, 327th Infantry, 82nd Division, where he received six months' training. At the end of this time they were inspected by officials from Washington and pronounced a first-class Combat Division and embarked for overseas for immediate service. He landed in France May 11, where he saw six months' active service in the lines, with the exception of three weeks which he spent in a hospital, due to the effect of a high-explosive shell. He was in active service on Taul Sector, Marbach Sector, took part in St. Mihiel offensive and went through Meuse-Argonne Offensive. After the Armistice was signed, he was sent to Southern France to recuperate. All of the men of this division received a special mention from General Pershing for their excellent work in the lines. They received news of their departure for home in the latter part of May.

Edwin B. Sonner

of Bay Shore, trained at Plattsburg Barracks in 1916 so that he was able to accept an appointment as Second Lieutenant, Signal Corps, reporting for duty to Camp Vail, N. J., May 22, 1918. On July 4, 1918, he was assigned to the command of 186 military telegraphers and signal corps specialists for transportation to Blois, France. Twenty-five days later he was assigned to the staff of General Russell, Chief Signal Officer of the A. E. F. This duty made it possible for him to travel from the Spanish to the Dutch borders, visiting the British, Belgian and French areas as well as all of the training areas of the Yanks. After the Armistice, his work took him through Belgium to the principal headquarters cities, thence to Cologne, down the Rhine to Coblenz to Metz and Paris. He experienced an unusual trip on his work of appraisal for the Peace Conference in covering for survey of communication the entire American battle area of St. Mihiel and the Meuse-Argonne, including all of the captured German lines. After completion of this duty he was assigned to the 406th as Battalion Adjutant for transportation to the States. While on duty in France he was promoted to a First Lieutenant, besides being awarded a certificate for meritorious service with the A. E. F.

Joseph M. Wallace

of Bay Shore, called to service at Camp Upton, N. Y., Sept. 10, 1917. He was Regimental Supply Sergeant, 304th Regimental Field Artillery, 77th Division. He was discharged July 7, 1919.

Carleton E. Brewster, Jr.

of Bay Shore, volunteered for service and was called May 15, 1917. He was in the United States Navy and served during the war on the U. S. S. Bailey Destroyer. He served on patrol and convoy duty, and was discharged March 30, 1919.

JASPER B. GARMANY
GEORGE M. GARMANY
PERCY W. DE MOTT
STANLEY J. GLEASON
HARRY L. CHEW
EDWIN B. SONNER
JOSEPH M. WALLACE
CARLETON E. BREWSTER

Leon Carellos

of Bay Shore, enlisted in the Naval Reserve in April, 1918, and trained at Bensonhurst, Brooklyn, New York. He was detailed to special duty and retained there until released from active duty in Jan., 1919.

Albert Fisher

of Bay Shore, enlisted in the U. S. Naval Aviation as Machinist on Dec. 15, 1917, and trained at Pensacola, Fla. On Feb. 18, 1918, he was sent to Philadelphia, from where he left aboard the U. S. S. De Kalb for France. Arriving at St. Naziare, France, on March 2, he was then sent to Bordeaux and from there to Pauillac, at which station he remained until May, when he was sent to Bolsena, Italy. His left hand was wounded while he was in Bolsena, Italy. He left for the United States on Jan. 4, 1919, and upon his return was sent to Pelham Bay Naval Station. From there he was sent to Charleston, S. C., and then to Bay Ridge, Brooklyn, from where he was discharged on March 22, 1919, as First Class Machinist.

John J. Nagazyna

of West Islip, enlisted in the U. S. Marines, 95th Company, 6th Regiment, on July 25, 1914, and trained at Marine Barracks, Norfolk, Va. He went overseas in Sept., 1917, landing at St. Nazaire and proceeding to Brest, which was at that time opened as American port for shipping of troops. From Brest went to Domblian for one month's intensive training, afterward going to Verdun Sector, where they relieved French troops, going back from lines in April in order to reorganize. On May 29, 1918, they were put in trucks and taken to Chateau Thierry to stop the German Offensive at that time in the Marne Valley. On July 4, 1918, they were relieved by the 26th American Division and they went to Soissons, where they took part in the Marne Valley Offensive, later taking part in the last Battle of the Argonne. He served in Germany in the Army of Occupation until July 26, 1919. Mr. Nagazyna was wounded in Soissons on July 19, 1918, and was at the Base Hospital No. 20, Chatel Guyon, France, where he fully recovered. He received the following decorations: D. S. C., Croix de Guerre with gold and bronze star and palm leaf and the Medal Militaire of France, "For displaying courage under severe fire of the enemy and leading troops under my command at all fronts."

Steven Konstanty Paprocki

of Bay Shore, enlisted at Fort Slocum on Jan. 5, 1918, and trained at Camp Hancock, Augusta, Ga., in the 5th Company, 2nd Regiment, Air Service Mechanics. He left for France on April 16 aboard the U. S. S. Pocohontas, landing at Brest, France. He trained in Air Service Casual Camp at St. Maixent, at Tomorantin, and in various Air Service Shops. His company was later transferred to Motor Transportation Corps, where they served until May 20, when the company was relieved. He returned to America on July 5 and was sent to Camp Devens, Ayer, Mass., from where he was discharged from the service on July 8, 1919.

William M. Washwick

of Bay Shore, enlisted in the U. S. N. R. F., 13th Squadron and trained at Bay Shore and at Georgia. He received his honorable discharge from service at Georgia, having been awarded the war chevron for patroling duty.

Charles Komroski

of Bay Shore, was called to service on May 29, 1918, at Camp Upton, where he trained, being later sent to Camp Johnston, Fla., and to Camp Myers. He went overseas in Sept., 1918, and was assigned to the Supply Train and served with the 91st Division in Belgium. He was discharged from service in April, 1919. Out of seventy-five men in this unit fifteen were killed in action.

De Witt J. Cohen

of Bay Shore, enlisted in the U. S. Air Service at Hazelhurst Field No. 1, and served in the 213th Squadron, Mineola, New York. He left New York about Jan. 22 on the troop ship Tuscania and was torpedoed off the coast of Ireland on the 5th of February at 5:47 P. M. He was taken off the sinking troopship at 8:05 P. M. and landed at an Irish port, from where they proceeded to Belfast. From there they went to England and to a rest camp at Winchester, England. They were next sent to Ayr, Scotland, and finally crossed the English Channel and landed at La Havre, France. They were then sent to Clessidon, a large aviation field. Mr. Cohen was then sent to the front and served in the Toul Sector, St. Mihiel Drive, the Argonne, and served in France with his squadron until the termination of the war.

Eugene S. Helbig

of Bay Shore, was inducted into the service in June, 1918, at Camp Upton, L. I. He was sent from there to Charleston, S. C., and later to the Buffalo Aviation Mechanics' School. At the time of his release from active service, June 1, 1918, he was a first class carpenter's mate, aviation.

LEON CARELLOS
ALBERT FISHER
JOHN JAMES NAGAZYNA
STEVEN K. PAPROCKI
WILLIAM M. WASHWICK
CHAS. KOMROSKI
DEWITT J. COHEN
EUGENE S. HELBIG

Josiah Carpenter Robbins

of Bay Shore, enlisted June 26, 1917. Trained at Camp Wadsworth, Spartanburg, S. C. He served in Company A, 105th Machine Gun Battalion, 27th Division. Arrived at St. Nazaire May 30, 1918. Saw service in Belgium with British and at Picardy (Cambrai, St. Quentin); Hindenburg Line; Bony; Guillemont Farm; St. Souplet and LeSelle River. He sailed from Brest, France, on the Leviathan, March 1919.

Hiram N. Rossuck

of Bay Shore, enlisted in the 23rd Regiment Infantry on May 10, 1917. Trained at Spartanburg, S. C. Sailed from Hoboken in May, 1918, with the 106th Infantry, a unit of the 27th Division, New York National Guard. Entered the lines on the Belgium front, Ypres Sector, in the early part of July. He was seriously wounded through the right chest by shrapnel, on July 31, 1918. He went through several hospitals and was sent home from England, landing in New York Nov. 15, 1918. He was discharged Jan. 20, 1919.

Andrew Wilson Dow

of Bay Shore, enlisted in the United States Marine Corps on June 28, 1917. Trained at Quantico, Va. He was a sharpshooter for two years and the third year made Expert Rifleman and shot on Regimental Rifle Team. He did not get to France, although at one time was under orders to go in 1917. His regiment was sent to Guantanamo Bay, Cuba, later and put in nearly one year in the tropics. He was honorably discharged Aug. 15, 1919, in Philadelphia, Pa., at that time being Acting Color Sergeant. Total service was two years, two months.

Joseph John O'Kelly

of Islip, volunteered and was installed in service Dec. 12, 1917. He trained at San Antonio, Texas, and Field Artillery Central Officers Training School at Louisville, Ky. He served in the 507th Aero Squadron, 18th Battery F. A. C. O. T. S. He was discharged Dec. 17, 1918, at Louisville, Ky.

Donald Hooper Long

of Bay Shore, volunteered on April 16, 1917, was sworn in on April 24, 1917. He was sent from New York to Fort Slocum where he stayed for examination and equipment. Was sent from there to Fort Wright on May 2, where he stayed until May 23rd. During his stay at Fort Wright he underwent intensive training in infantry drill and on coast defense guns. He had enlisted in the Coast Artillery of the Regular Army. On May 24 he was part of a contingent of two hundred who were sent from Hoboken to the Panama Canal Zone. The ship arrived there on June 3, 1917, disembarking the men at Christobal. They were taken by train across the Isthmus to Fort Amador (Grant) where they were assigned to the Eighth Company (Old 144th) Regular Army. He was in quarantine for three weeks during which time he received intensive drilling in infantry, coast guns, mine laying, trench construction and gas mask drills. He was acting Casemate Electrician from Nov. 19, 1917, to Feb. 20, 1920. He passed the entrance examinations and attended the Electrical school at Fort Amador, C. Z., from Feb. 25 to May 17, 1918. He received the highest averages of his graduating class and was transferred to Fort Monroe, Va., where he attended the electrical school of enlisted specialists from May 30 to Sept. 15. After the completion of his course there, he received a warrant and rating as Electrician Sergeant First Class and was assigned as an unattached N. C. O. Staff Officer with orders to sail about Oct. 7, 1918. He was taken with the Spanish influenza which developed into pneumonia on Oct. 2nd and remained in the hospital until Nov. 26th. He received his discharge from Fort Monroe, Va., on Dec. 6, 1918.

Anton Riha

of Bay Shore, enlisted April 1, 1918, at Camp Upton, L. I. He trained at Camp Upton and served in the Quartermaster Corps. His duty there was driving the Chief of Staff, Colonel Powers. He received rating as Corporal. He was later transferred to the Motor Transport Corps. He was discharged April 5, 1919.

Thomas T. Patch

of Bay Shore, was inducted into service on June 15, 1918. He trained at Cornell University and Camp Johnson, Fla. He served with 532nd Motor Transportation Co. He was overseas from Sept. 30, 1918, to July 9, 1919. He received his discharge July 16, 1919.

William Willet Barto

of Bay Shore, enlisted May 15, 1917. He trained at and was stationed at Fort Brown, Texas. He saw active service on the Mexican border. He served with Troop G, 16th U. S. Cavalry. He was discharged from Fort Brown, Texas, March 20, 1919.

JOSIAH C. ROBBINS
HIRAM N. ROSSUCK
ANDREW WILSON DOW
JOSEPH JOHN O'KELLY
DONALD H. LONG
ANTON RIHA
THOMAS T. PATCH
WILLIAM W. BARTO

George Kirk Nauert

of Sayville, volunteered for service in the U. S. Naval Reserve Force, trained at Pelham Bay Park. He was released from duty May 1, 1919.

William J. Beyer

of Sayville, volunteered July 21, 1917, in Signal Corps. Sent to Fort Slocum, N. Y., thence to Depot Co. H, at Fort Wood, N. Y., later to Camp Alfred Vail, N. J. Assigned to Co. E, 55th Telegraph Battalion, S. C., as chauffeur, which position he held until his discharge. Left in April, 1918 for overseas. In July he went in active service. Took part in the engagements at Vosges Sector, St. Mihiel, Meuse-Argonne Offensive. Received citation for good work under heavy artillery fire and sniping. Slightly wounded and sent to a hospital for two weeks. At time of signing of Armistice he was at Beauclair. His company was assigned to the Army of Occupation. They repaired and maintained the German telephone lines along the Moselle River. Left Germany the first week in April, arriving in Hoboken, June 27, 1919. Discharged at Camp Upton July, 1919.

Jewett Holt Smith

of Sayville, enlisted May 1, 1917. Called into active service July 23, 1917. Trained at Section Base No. 5, Third Naval District, U. S. Naval Reserve Force. Served at Base No. 5, S. P. 966 and S. P. 251. He enlisted as a Seaman and was promoted to Coxswain. He was released on Dec. 13, 1918.

Frank Veverka, Jr.

of Sayville, enlisted in U. S. Navy in May, 1912, and was honorably discharged in May, 1915. He re-enlisted in the Fleet Reserve U. S. Navy in July, 1917. He served during the war on the U. S. Transport Pocahontas, making in all, fourteen round trips with troops and cargo, nine of the trips being made before the Armistice was signed. He was in an engagement with a German Submarine on his third return trip during which neither side did any damage. He was released from active duty on June 24, 1919, and is now attending college, taking up a course in Electrical Engineering.

William Edward Westerbeke

of Sayville, was installed in service at Bridgeport, Conn., and sent to Camp Devens, Ayer, Mass., and from there to Kelly Field, Texas, where he was placed in an Aero Squadron. He was sent north to Camp Mills, L. I. In January, 1918, he was sent to a North River pier, and from there he sailed on the Carpathia, via Halifax, N. S., to Glasgow, Scotland. From here taken by train to Winchester, England. During these three months he received a little training as a soldier. Since Winchester was only a rest camp he was sent to Farnborough, England, and there trained for about four months for aeroplane mechanics. He crossed the English Channel to LeHavre, and then by train and march went on to a British Aeroplane Repair Depot at Courbon, near Chaumont. He worked here seven months as a repair man on aeroplanes. At Tours he passed the physical examination for aerial pilot and then trained at Chateauroux, a French school, for one month. The signing of the Armistice caused the moving of this school to Issoudun, an American Training School. It also canceled their training orders. From here he was sent to Bordeaux, and after waiting for three months sailed on the U. S. S. Texan to New York. He received his discharge at Camp Mills, L. I., on May 5, 1919. Before sailing from the United States, he was made a Corporal and after arrival in England was made a Sergeant, later in France became a Sergeant First Class, each promotion being made by a different Commanding Officer.

Carl Stein

of Sayville, enlisted in the U. S. Naval Reserve Force on May 15, 1917, and was called to active service Sept. 17, 1917, to report at Section Base No. 6, South Brooklyn, N. Y. Here he was in training two months and rated a First Class Machinist Mate. He was then transferred to an S. P. Chaser for dispatch duty and later was ordered to Montauk Naval Air Station, with orders for special duty there. Here he remained on duty until the Armistice was signed and obtained his release Dec. 16, 1918.

John Cornelius Van Wyen

of West Sayville, was called to service at Camp Upton, L. I., Oct. 8, 1917. He was transferred to Camp Gordon, Atlanta, Ga., Oct. 29, 1917, remaining here until his division began overseas movement. He served in Company C, 325th Infantry, 82nd (All American) Division. He left New York on April 25, 1918, aboard the British Transport Shyber, arriving in Liverpool on May 8. He proceeded to camp at Winchester. The Regiment was officially reviewed by King George and his staff on parade in London on May 11. He left Southampton for LeHavre on May 12. Brigaded with the British in the Albert Sector on the Somme. Left British to take up American Sectors in June. He served in the Toul Defensive, June 26 to August 6; in the Marbache Defensive, August 15 to Sept. 11; the St. Mihiel Offensive, Sept. 12 to Sept. 16, and the Marbache Defensive, Sept. 1 to Sept. 20, also the Meuse-Argonne Offensive, Sept. 26 to Nov. 3. He sailed from Bordeaux, April 27, 1919, on the Transport U. S. S. Santa Cecelia, arriving in New York, May 9. He was discharged from Camp Upton, L. I., May 16, 1919

George John Benedict

of Bohemia, was called to service May 1, 1918. He served in Company A, 116th Regiment, 29th Division, trained at Camp McClellan, Anniston, Ala. He was overseas six months. He was shot in the left hand and shot through the left lung on Oct. 11, 1918, in the Argonne Offensive. He has not fully recovered.

GEORGE K. NAUERT
WILLIAM J. BEYER
JEWETT HOLT SMITH
FRANK VEVERKA JR.
WILLIAM E. WESTERBEKE
CARL STEIN
JOHN CORNELIUS VAN WYEN
GEORGE J. BENEDICT

Peter W. Kwaak

of West Sayville, volunteered for service and was installed Aug. 30, 1915, and trained at Berely, Va. He was Chief Quartermaster in Naval Reserve Force. Went overseas several times on a Torpedo Destroyer. He was discharged in California in July, 1920. He served on the U. S. S. Topeka.

Gustave Jacob Pagels

of West Sayville, was a volunteer in service, studied at Pratt Institute, Brooklyn, N. Y., and took examination for Ensign. He entered service January, 1918, and went on board ship Wyandotte for trial, and was First Marine Engineer. He later became First Ensign and First Lieutenant. He made two trips overseas on board the Wyandotte and then was transferred to the S. S. Westlake. He has made four trips across on this ship.

John Southway

of West Sayville, volunteered and was installed in service December, 1917. He trained at Elmer Park Marine Basin, Brooklyn, N. Y., and at Pelham Bay, N. Y. He was a sailor in the Merchant Marine but did not go overseas.

Marinus Verschure

of West Sayville, volunteered and was installed in service May 6, 1918. Trained on Boston training ship. He was a sailor in the U. S. Merchant Marine, made two trips overseas, his ship carrying ammunition which was unloaded at Bordeaux and Marseilles, France.

William Bevelander

of West Sayville, volunteered and was installed October, 1917. Trained at Pelham Bay, N. Y. He was a Petty Officer in Naval Reserve Force. He did not go overseas. Was discharged in May, 1919.

John Bevelander

of West Sayville, volunteered and was installed in service April, 1917, and trained at Pelham Bay Training Station, N. Y., and became a Petty Officer in the Naval Reserve Force. He was discharged in May, 1919.

Albert Van De Griek

of West Sayville, volunteered and was installed in service in July, 1918, trained at Naval Training Station, Rockaway Park, N. Y. He was a sailor in Naval Reserve Force. He made four trips across on transport. He served until October, 1919, when he was discharged.

Henry Lewis Otto

of West Sayville, volunteered and was installed in service in April, 1917. Trained at Naval Base, Bath Beach, Brooklyn, N. Y., and became a Chief Petty Officer in Naval Reserve. He did not go overseas and is still in the service.

PETER W. KWAAK
GUSTAVE JACOB PAGELS
JOHN SOUTHWAY
MARINUS VERSCHURE
WILLIAM BEVELANDER
JOHN BEVELANDER
ALBERT VAN DE GREIK
HENRY LEWIS OTTO

Charles Lewis Murdock

of Sayville, volunteered and was installed in service Dec. 7, 1919. Trained at Pensacola, Fla. He served with Company 3, Naval Aviation. He served as a Machinist for nine months overseas. He had his wrist broken at Kilenholm August, 1919. He rated as a First Class Machinist.

Percy P. Sawyer

of Sayville, enlisted in the United States Regular Army for duration of the war at Fort Slocum, New York, on Dec. 10, 1917. Left Fort Slocum Dec. 30, 1917, for Fort Oglethorpe. Ga., arriving there January 2, 1918. Organized the Evacuation Hospital No. 8, remained here for four months and then received orders for overseas. Left Fort Oglethorpe May 1st for Camp Merritt, arriving here May 5, 1918. Left for France on May 10, 1918, arriving at Brest May 23rd. Went from Brest to Toul; upon arrival was ordered back to Paris; from here was sent to Juilly, south of the Belleau Woods, where they set up their first hospital in "Back of the Marines." Left Juilly after Chateau Thierry engagement in August, for St. Mihiel Sector. Was stationed at Petit Majuny Sur Meuse until Dec. 16, 1918. Entrained for Coblenz, Germany, but after arriving here their orders were changed and they were sent to Mayen, Germany, where they set up a hospital, taking over all the school buildings and also the German hospital. Left Germany for home March 13, 1919, arriving in southern part of France, Vertoy, March 17, 1919, and waited here until May 8, 1919, and left for Savenay, where they stayed for two weeks. From here they were sent to Brest, boarded ship on June 2nd and sailed the next day, arriving in the United States June 10, 1919. Shipped from Camp Merritt to Camp Upton for discharge which was on June 19, 1919. He served in the following engagements: Champagne-Marne Defensive, Aisne-Marne Offensive, St. Mihiel Offensive and Meuse-Argonne Offensive.

Jack H. Sawyer

of Sayville, enlisted on June 25, 1917. He served with the Coast Artillery, New York National Guard. Called out for active service July 1st and shipped to Fort Hancock, Sandy Hook, New York. He was at Fort Hancock until September, 1918, and was ordered overseas. Shipped from Fort Hancock to Camp Upton and from here to France. Arrived in France Sept. 23, 1918. Left St. Nazaire as replacement in the Field Artillery of the Second Division. Battle engagements, Meuse-Argonne. Was gassed in October and sent back to Base Hospital. Left Brest, France, for United States Dec. 13, 1918, and arrived Dec. 22, 1918. Discharged January, 1919,

Carl Ritter

of Sayville, inducted into service and sent to Camp Upton Sept. 28, 1917. Remained here until Nov. 9, 1917. Transferred to Camp Gordon, Ga., where he trained for five months. He served in Company K, 325th Regiment, 82nd Division, known as the "A. A." Division. Left U. S. A. April 25, 1918, arriving in Liverpool May 5. Went by train to Winchester, England, trained in camp there two days. He was then sent to London where they were reviewed by the King and Queen of England. Embarked by the way of Southampton for Havre, arriving at three o'clock in the morning, May 14th. Spent four days and three nights on the train, arriving at a town called Neu. Went to an English town, a few days later hiked thirty miles to Von Rue. Trained there two weeks on the coast. He was in the hospital for three weeks because of poison. Went to front line trenches June 16, 1918, in the Toul Sector. Relieved the 26th Division, remaining in the front lines fifteen days. Were relieved by the 89th Division. After two weeks drilling in a town called Peggy left for St. Mihiel to relieve the French Division. Was in the battle of St. Mihiel, also the Argonne Forest. About October 16th he was wounded at Grand Pre and taken to Base Hospital 14, Bordeaux. Transferred from there to Base Hospital 69, at Savenay. Left here for St. Nazaire and embarked on the Susquehanna for the States, arriving at Newport News Dec. 16, 1918, not fully recovered from wounds. Stayed in hospitals in United States until discharged. He was at Base 71, Camp Meade, transferred to No. 1, Gun Hill Road, New York, then to No. 41, Staten Island, where he was discharged Nov. 21, 1919.

Harry Howard Reynolds

of Sayville, volunteered and was installed May 17, 1917. Trained at Section Base 5, West Sayville, where he stayed ten months. He was transferred to Bensonhurst for sea duty on board the U. S. S. Joyance for the duration of the war.

Tjerd Van Wyen

of West Sayville, was inducted into service on May 29, 1917. Trained at Camp Upton, Greenleaf and Crane. Served with Mobile Hospital No. 10, Medical. Served overseas for ten months with hospitals, caring for helpless, moved from sector to sector.

Albert Verbeke

of West Sayville, enlisted in the Merchant Marine Aug. 20, 1918, and became a sailor on the U. S. S. Nantasket which sailed between New York and Rotterdam, Netherlands. This ship was a freighter. He made one trip across before being discharged from service.

Dingness P. W. Kwaak

of West Sayville, volunteered and was installed April 19, 1917, and trained at Fort Wright, Fisher's Island, New York. He served with Battery F, Regular 56th Coast Artillery Corps. Sailed for Brest and trained there until July 20, 1917, when they went into the lines. Was at Chateau Thierry and went through the terrors of the Argonne during three months continual fighting without relief. Received two gold stripes for overseas duty and was one of Pershing's first half million. He was discharged from Fort Totten, February, 1919.

CHARLES LEWIS MURDOCK
PERCY P. SAWYER
JACK H. SAWYER
CARL RITTER
HARRY H. REYNOLDS
TJERD VAN WYEN
ALBERT VERBEKE
DINGNESS P. W. KWAAK

Lambert Syms Collins

of Sayville, volunteered and was installed in service May 17, 1917. He trained at Naval Base No. 1, New Haven, Conn., as First Class Carpenter's Mate. He was there for the duration of the war.

Cornelius John Koman

of West Sayville, was called on draft and rejected, he asked for a special examination and received same and passed. He entered service on May 29, 1918, and trained at Camp Hancock, Georgia. He served with the 1st Army Ordinance Detachments. Also served with the Field Artillery Outfits and handled ammunition for same. He was with the 4th, 5th, 32nd and 42nd. He was with the 4th and 5th at Verdun Sectors. He was at Mont Fauconne and sectors of the same. Advanced as far as Mont Tigny and then formed into companies and collected and destroyed the German ammunition left on the fields. Returned to St. Nazaire on April 29th, waited there for the 4th Division to sail on July 19. Landed at Hoboken and sent to Camp Merritt July 30, later sent to Camp Upton and discharged on Sept. 7, 1919.

William Henry Averill

of Sayville, volunteered and was installed into the Third Service Company Signal Corps, Oct. 31, 1918, at New Haven, Conn. He completed the first course for Signal Corps Officer candidates as prescribed by the office of the Chief Signal Officer, Washington, D. C. He was honorably discharged from the service at New Haven, Conn., Dec. 9, 1918.

Royal H. Theiss

of Sayville, inducted into service on May 29, 1918. He served with the Quartermaster Corps. He was overseas in the battles of St. Mihiel, Argonne and the Meuse. He was also with the Army of Occupation. He was discharged July 3, 1919.

Ralph Ellsworth Rogers

of Sayville, inducted into service on Dec. 5, 1917, at Camp Upton. He served with Company C, 302nd Engineers, 77th Division. Served at Baccarat Sector June 21 to Aug. 4, 1918, Vesle Sector Aug. 11 to Aug. 18th, in the Oise-Aisne Offensive Aug. 18 to Sept. 16, 1918, and the Meuse-Argonne Offensive Sept. 26 to Nov. 11, 1918.

John E. Christoffel

of Sayville, was inducted into service Sept. 10, 1917. Trained at Camp Upton and Fort Sill. He served with Battery A, 304th F. A., 77th Division. Served at Baccarat, Aisne-Marne, Vesle, Oise-Aisne, St. Mihiel and the Meuse-Argonne Sectors. He was wounded at La Chalade, Sept. 26, 1918. He was operated on and had three gas pockets taken from the lungs.

Roland Edwards Strong

of Sayville, volunteered for service in the Dental Corps, U. S. Army. Received a commission as First Lieutenant Dental Reserve Corps, July 23, 1917. He was called to active service Aug. 26, 1918, and was assigned to the 17th Infantry, Camp Meade, Maryland. He received honorable discharge from service May 3, 1919, while at Camp Meade, Md.

Joseph A. Fisher

of Sayville, entered service Dec. 5, 1917, as a Private, promoted to Sergeant, April 1918, and 2nd Lieutenant Coast Artillery Corps, Dec. 21, 1918. He was overseas and served in the Vesle Sector and the Argonne. He was gassed. He was discharged from service May 12, 1919.

LAMBERT SYMS COLLINS
C. JACK KOMAN
WILLIAM HENRY AVERILL
ROYAL H. THEISS
RALPH E. ROGERS
JOHN E. CHRISTOFFEL
ROLAND E. STRONG
JOSEPH A. FISHER

Albert Griek

of West Sayville, inducted into service June 1, 1918, trained at Camp Laurel, Maryland, and was a member of Company C, 57th Regiment Engineers, Island Waterways. He worked as stevedore and later as barge operator.

William Griek

of West Sayville, inducted into service July 22, 1918. Trained at Camp Upton, New York. He worked in the Base Hospital, Camp Upton, until Nov. 15, 1918, when he sailed for France. He was stationed at Base Hospital 136, Vannes, France. He served overseas until July 7, 1919, when he returned to the United States and was discharged from Camp Upton.

Carmine Vincent Luce

of West Sayville, volunteered Sept. 15, 1917. He was stationed at Fort Slocum, Camp Robinson and served overseas in France and Germany. He was a member of the 17th Field Artillery Band of the Second Division and was wounded at Chateau Thierry. He returned from overseas at the end of the war.

Marinus A. Van Popering

of West Sayville, inducted in service July 22, 1918, in the 5th Company, 152nd Depot Brigade, Camp Upton. On August 15, 1918, was transferred to 41st Provost Guard, Camp Upton and served with this company from August 12, 1918, until Dec. 8, 1918. On Dec. 8, 1918, was transferred to Camp Provost Guard Co. and with the same until July 1, 1919, when he was discharged from Camp Upton. On April 1st, 1919, he was promoted to Private 1st Class and on June 1, 1919, promoted to Corporal.

John Kaan

of West Sayville, inducted into service Oct. 5, 1918. Trained at Syracuse Rec. Camp, Syracuse, N. Y. and was a member of Co. 7, 153rd Depot Brigade. He was transferred to Camp Dix, N. J. and discharged Nov. 15, 1918.

Christopher Locker

of West Sayville, entered service Feb. 13, 1918. Was Chief Boatswain's Mate in the U. S. N. Reserve Force and trained at Base No. 6 Bensonhurst, Brooklyn, N. Y. He was discharged from service August 11, 1919.

Garret E. DeGraff

of West Sayville, volunteered for service Nov. 2, 1917 and trained at Ulmer Park, Marine Basin, Brooklyn, N. Y. He was a member of U. S. N. Reserve Force, was discharged from service June 28, 1919.

Ivanhoe Stein

of West Sayville, volunteered for service April 19, 1917, and was a sailor at Section Base No. 5, West Sayville, N. Y., U. S. Naval Reserve Force. Was released from duty Jan. 18, 1919.

ALBERT GRIEK
WILLIAM GRIEK
CARMINE VINCENT LUCE
MARINUS A. VAN POPERING
JOHN KAAN
CHRISTOPHER LOCKER
GARRET E. DE GRAFF
IVANHOE STEIN

James Milton Nohowec

of Sayville, inducted into service, October, 1917. He served with the 302nd Engineers, 71st Regiment as Cook. He was discharged February 28, 1919.

William H. Whalen

of Sayville, inducted into service Sept. 10, 1919. Served with 306th Infantry. He was a German prisoner at Rastate for three months.

Louis Ruzicka, Jr.

of Sayville, enlisted in the U. S. Army Sept. 19, 1917, served with the 27th Division, Co. C, 106th Infantry. He was promoted to a first class private. While in France he was wounded. He was discharged April 2, 1919.

Clarence Sawyer

of Sayville, entered service as a private in the Regular Army on Nov. 17, 1901. He served with Signal Corps. His promotions were as follows: Corporal, Sergeant, Sergeant 1st Class, Master Signal Electrician, and First Lieutenant from Sept. 29, 1917 to Oct. 3, 1919. He was overseas in France from June 10, 1918 to Sept. 14, 1919. He is still in the service.

Harry Humphrey Danes

of Sayville, inducted into service Dec. 5, 1917. He trained at Camp Upton and Camp Grant, Rockford, Ill. Left for overseas Jan. 20, 1918, with the 35th Engineers, Co. H. He was stationed at LaRochelle, France, during the war, making box cars.

John Frederick James

of Sayville, volunteered at outbreak of war, he held commission as Lieutenant of Field Artillery, United States Volunteer Forces. He was sworn into active service April 12, 1917; ordered to report at Plattsburg Barracks, New York, May 12, 1917 and remained there until Aug. 15, 1917. On this date he was assigned to the Fourth Field Artillery Regular Army. He served with Battery C and Supply Company of the Fourth Field Artillery at Pine Camp, New York; Camp Shelby, Mississippi; Camp Logan, Texas; Corpus Christi, Texas, and Camp Stanley, Texas. He resigned commission in regular forces March 8, 1919, at Camp Stanley, Texas. He was appointed First Lieutenant Field Artillery Reserve Corps, April 16, 1919.

Vincent Lamar Skinner

of West Sayville, volunteered for service May 20, 1918. He trained at Base No. 6, Bensonhurst, Brooklyn, N. Y. He was rated as chief petty officer Chief Carpenters Mate (C. C. M.) in the U. S. Naval Reserve. He was discharged in September, 1919.

Matthew DeGraff

of West Sayville, volunteered for service May 20, 1918. He trained at Base No. 6, Bensonhurst, Brooklyn, N. Y. Rated as chief petty officer C. C. M. in the U. S. Naval Reserve Force. He was discharged from service June, 1919.

JAMES MILTON NOHOWEC
WILLIAM H. WHALEN
LOUIS RUZICKA JR.
CLARENCE SAWYER
HARRY H. DANES
JOHN FREDERICK JAMES
VINCENT LAMAR SKINNER
MATTHEW DE GRAFF

George C. White, Jr.

of Bay Shore, inducted into service July 20, 1918. He trained at Camp Upton and served in the 61st Ambulance Co. overseas. He returned to the United States and mustered out of service at Camp Devens, June 12, 1919.

Harry Hafele

of Bay Shore, was called to service Oct. 8, 1917, trained at Camp Upton. He was promoted to Corporal Motor Transport Service and took part in the following engagements while overseas—Somme Defensive, Aisne Defensive, Argonne Offensive, Champagne-Marne Defensive, Aisne-Marne Offensive and Somme Offensive. He was discharged from the service at Camp Upton, June 25, 1919.

Mayne S. Williams

of Bay Shore, enlisted in the U. S. Navy on June 30, 1917 and trained at Newport, R. I. In March 1918 he went to France and served in the U. S. Navy land force for fifteen months. While in France, was in Brest for eight months. He served as a guard at Peace Conference for three months and spent the remaining four months at Pauillac, France.

Jesse M. Oakley

of Bay Shore, entered U. S. service in March, 1917, at Bay Shore, trained at the Bay Shore Naval Air Station acting as pilot of boats for aid to flying. He was discharged in March, 1918.

Frederick Ruschmeyer

of Bay Shore, enlisted July, 1918, in the U. S. Naval Reserve, listed in Aviation as Machinist Mate. He trained in Bay Shore and Miami, Fla. He was released from service Dec. 11, 1918.

Herman Greenberg

of Bay Shore, was a Private in S. A. T. C. U. S. Army, he was three months in secondary officer's training camp, artillery section.

Harry C. Raven

of Bay Shore, at the time war was declared was in the Island of Celebes, Malay Peninsula, for the National Museum of Washington, D. C., where he had been for about two years. Immediately on receipt of the information that we were at war he communicated with the authorities that he wished to return to the United States to enter service. Notwithstanding that they replied that he could do more good where he was, he attempted to return, but was unable to do so on account of the seizure of the Dutch ships. He finally reached the U. S. in Sept., 1918, and enlisted, passed examinations for the Intelligence Corps. Was discharged soon after.

William C. Kirkland

of Bay Shore, enlisted June 19, 1917, in the Medical Corps Canadian Army. He was transferred to the 48th Canadian Highlanders, Toronto. He served in England from September, 1918, to April, 1919, and was discharged in April, 1919.

GEORGE C. WHITE JR.
HARRY HAFELE
MAYNE WILLIAMS
JESSE M. OAKLEY
FREDERICK RUSCHMEYER
HERMAN GREENBERG
HARRY RAVEN
WILLIAM C. KIRKLAND

Thomas J. Julian

of Central Islip, was inducted into the service on September 19, 1917, and sent to Camp Upton, Long Island, where he served in the 77th Division, 305th Regiment, Company M; was later transferred to the Medical Department where he served until the date of his discharge, July 30th, 1919.

John Joseph McGuirk

of Central Islip, was inducted into the service on April 1, 1918, and was sent to Camp Upton where he trained in the 1st Company, 152nd Depot Brigade for four weeks, being later transferred to the 37th company of the same Regiment and then to General Hospital Number 1, Bronx, New York. Was discharged on June 11th, 1919.

Abraham Sarlin

of Central Islip, was inducted into the service on February 25, 1918. He served in Company F, 308th Infantry of the 77th Division. He was wounded in the right arm, by machine gun bullets while serving in the Argonne Forest, on October 15, 1918. Several surgical operations resulted in saving the arm, though it was shortened by a couple of inches. Just before being wounded, he acted as a runner, and was connected with the Lost Battalion. He was discharged from Base Hospital No. 2 at Fort McHenry, Baltimore, Maryland, on April 4th, 1920.

Victor S. Kelly

of Central Islip, entered the Naval Training Unit at Columbia University, New York City, on October 5, 1918, where he spent two months in training in the school for commissioned and non-commissioned officers—when the armistice was signed and the unit disbanded, Dec. 17, 1918.

Chester F. Kelly

of Central Islip, entered service on October 5, 1918, and served in the Naval Training Unit at Columbia University, New York City: ranked A. S. U. S. N. R. F. Was trained in the school for commissioned and non-commissioned officers until the Armistice was declared, when the Unit disbanded on Dec. 17, 1918.

Alfred Wolf

of Central Islip, was admitted to service on May 1, 1918, and served as a 1st class private in Company E, 114th Infantry, 29th Division. He served in France, in the Meuse-Argonne and at Alsace-Lorraine. He was gassed on Sept. 16th, while in the trenches on the outskirts of Ballersdorf, Alsace. From there he went to Verdun and later into the Argonne. He was in the midst of the fighting when the Armistice was declared. Sent home and discharged on May 1, 1919.

George Trenton

of Central Islip, was admitted to service on May 29, 1918, and served as a Private in Company M, 316th Infantry, 79th Division. He fought in the Argonne when the 79th Division captured Montfaucon from the German Crown Prince. After four days battle there, they went into the Troyone Sector where they held the lines for twenty-one days in the trenches. From there, they went to the Grand Montague where they made another drive which lasted until November 11th, when the Armistice was signed. The Lorraine Cross, the ancient symbol of Victory was the official emblem of the 79th Division, as in all its war operations, the 79th faced the enemy in Lorraine—and Victory, in the face of stubborn opposition—crowned their efforts. Private Trenton received his honorable discharge on June 9, 1919, at Camp Dix.

John F. McNeill

of Central Islip, First Lieutenant, served in Medical Corps from Jan. 26, 1918 to July 26, 1919. He was stationed in the U. S. at Neurological Institute, New York; at Camp Devens, Mass., Camp Meade, Md., Camp Dix, N. J. Served in France with the following organizations: Evacuation Hospital No. 116, Base Hospital No. 117 and also Nos. 111, 114 and 106.

THOMAS JULIAN
JOHN McGUIRK
ABRAHAM SARLIN
VICTOR KELLY
CHESTER KELLY
ALFRED WOLF
GEORGE TRENTON
JOHN FRANCIS McNEILL

Frederick W. Lindner

of Central Islip, Sergeant 1st Class, entered Medical department of Service on Sept. 28, 1917 (Sanitary Det., 307th Infantry, 77th Division). He served with the aforesaid continuously during the Argonne Offensive, Oise-Aisne Offensive and also in the Baccarat and the Vesle Sectors. He was discharged from the service on May 9, 1919.

James P. McKiernan

of Central Islip, Sergeant 1st Class, volunteered on October 2, 1917, and entered the service in the Medical Department. He trained at Fort Ogelthorpe, Ga., at Fort McPherson, Ga., and at Camp Crane, Allentown, Pa. He left for France on April 17, 1918, with Base Hospital No. 117 (Neuropsychiatric Service); remained with this hospital at La Fauche, France, until Sept. 2, 1918, on which date, was transferred to duty with Neurological Hospital No. One—attached to the First Army, A. E. F. in the St. Mihiel Offensive. On Sept. 22, 1918, was transferred to Neurological Hospital No. Three, Third Army A. E. F., taking part in the Meuse-Argonne Offensive until Nov. 11, 1918. On Dec. 4th, he left for Coblenz, Germany, and remained there in the Neurological service until August 12, 1919, when he received orders to return to the United States with a convoy of patients. Arriving at Camp Merritt on August 23, 1919 and was discharged from there on Aug. 26, 1919.

Percy J. Elliott

of Central Islip, volunteered his services on August 17, 1917, and trained at Fort Jay, Governor's Island, New York, assigned to the band, Headquarters Company, 22nd Infantry. He served as Musician 3rd class in the band until July 4, 1918, when he was promoted to Band Corporal. His company did not go overseas. The band assisted at all the numerous patriotic functions in and around greater New York—Liberty Loan drives, Red Cross drives, etc. Following the armistice, this band was continuously in service at the receptions and demonstrations accorded the troops returning from foreign service.

Josiah J. Pulling

of Central Islip, entered the service on May 30, 1918, and served as 1st class private in the Medical Department; in the U. S., at Fort Morgan, Alabama and at Fort Crockett, Galveston, Texas. He was discharged on June 19, 1919.

William J. Baird

of Central Islip, Sergeant in Company C, 102nd Field Signal Battalion, 27th Division. He was in the service from June 30, 1917, to April 4, 1919. He was stationed at Camp Wadsworth, Ga., and from there, went overseas, serving in Belgium and France. He took part in the following engagements: In Belgium, at East Poperinghe Line, Dickebusch Sector, Vierstraat Ridge; in France, The Knoll, Guillemont Farm, Quenemont Farm, Hindenburg Line, La Salle River, Jonede Mer Ridge and St. Maurice.

George P. Crowe

of Central Islip, Sergeant, Company M, 305th Infantry, 77th Division. He served from Sept. 17, 1917, to May 9, 1919. He trained at Camp Upton and from there went overseas. He took part in the Aisne-Marne Offensive, Meuse-Argonne Offensive and Baccarat Defensive. He was wounded at Death Hole Valley of the Vesle in the Aisne-Marne Offensive on the night of August 15, 1918. He received a shrapnel wound below the left knee and mustard gas burns. He was taken to Base Hospital No. 202. He was temporarily blinded while there.

John Herold

(See memorial pages).

James F. Tierney

(See memorial pages).

FREDERICK LINDNER
JAMES P. McKIERNAN
P. J. ELLIOTT
JOSIAH PULLING
WILLIAM J. BAIRD
GEORGE P. CROWE
JOHN HEROLD
JAMES F. TIERNEY

Howard A. Kelly

of Central Islip, was inducted into the service on Dec. 5, 1917, and trained at Camp Upton, Long Island. He served in Company G, and in Headquarters Company of the 355th Infantry, 77th Division. Left Camp Upton on April 15th and sailed on the S. S. Cedric. He arrived at Liverpool, England, on April 28th and in France on April 29, 1918. He was in training with the British troops and then went to Lorraine Sector where he remained until August. Participated in operations on Vesle River and Oise-Aisne Offensive; also in Argonne Offensive in September and in Argonne-Meuse Offensive to November 11th. Was with organization continuously during action. Was promoted to Corporal, later to Sergeant and finally to Regimental Sergeant Major which was his rank on the date of receiving his discharge, May 9, 1919.

James W. Fraser

of Central Islip, entered the service on May 1, 1918. He served about one month in America at Camp McClellan at Anniston, Alabama. He went from there overseas where he served with the 112th Machine Gun Brigade and engaged in operations at Alsace-Lorraine, the Meuse, Argonne and at Verdun. He was discharged from Camp Upton on June 6, 1919.

David Holmes

of Brentwood, enlisted in Medical Corps and trained at St. Elizabeth's Hospital, Washington, D. C., and at "Old Soldiers' Home," Hampton, Va. He was then called to Plattsburg Hospital and served there, helping soldiers suffering from nervousness and shellshock until his discharge on November 26, 1919.

Geoffrey C. H. Burns (M. D.)

of Central Islip, served in the medical department from August 9, 1917, to July 1, 1920. He was stationed at Fort Benjamin Harrison, Indiana, at Ann Harbor, Michigan, Camp Upton, Long Island; Camp Green, N. C.; Camp Funston, Kansas; Fort Porter, Buffalo, N. Y.; Columbus Barracks, Ohio, and Camp Dix.

William A. Conlon

of Central Islip, Major, volunteered from Central Islip State Hospital Staff in May, 1917, at the age of 41, accepting a First Lieutenant's Commission in the Medical Corps, dated June 1, 1917. He trained at M. O. T. C., Fort Benjamin Harrison until Nov. 11, 1917. On November 6th, he was commissioned Captain after an examination held in October. From that time until Aug. 24, 1918, he was Registrar of the Base Hospital at Camp Zachary Taylor, Ky. He was then assigned to the position of Camp Psychiatrist at Raritan Arsenal, Metuchen, New Jersey, where he remained until January 1, 1919. He was commissioned Major M. C. on October 11, 1918. On the arrival of overseas patients at General Hospital No. 39, Long Beach, he was transferred there and remained until it closed on March 31st, 1919 when he was assigned to Plattsburg General Hospital 31. He was transferred to Gen. Hospital 30 at Carlisle, Pa., where he received his discharge.

Ernest Houck

of Central Islip, entered the Navy on July 3, 1917, and served as a seaman on board the U. S. S. Von Steuben and Le Croisic, France, and U. S. S. C. 100. While on board the Von Steuben, three days off coast of France, on Nov. 9, 1917, they collided with the U. S. S. Agamemnon. On the 11th at the same hour, a submarine fired a torpedo which missed them by 200 feet. They reached port the following day without the loss of a man.

Elvin Cordingley

of Central Islip, First Class Carpenter's Mate on the U. S. S. Von Steuben from May 2, 1917, to June 30, 1919. He did mostly transportation service. He was in three engagements with submarines and in a couple of collisions. He was present at the scene of disaster in Halifax, N. S. on Dec. 6, 1917, and all the men were kept busy fighting fire and digging bodies from ruined buildings and burying them. The following night, a Great Lake's steamer was blown against the Von Steuben and sank a motor launch which was tied to the boom. This caused a near-panic as the men's nerves were not at best after witnessing the disaster of the day before.

Frank G. Muller

of Central Islip, entered the service on May 13, 1918, and served as a cook in Headquarters Company, Machine Gun School at Camp Hancock, Georgia, from that date until Feb. 15, 1919, the date of his discharge.

HOWARD A. KELLY
JAMES FRASER
DAVID HOLMES
GEOFFREY C. H. BURNS, M.D.
MAJOR Wm A. CONLON, M.C.
E. A. HOUCK
ELVIN CORDINGLEY
FRANK G. MÜLLER

Charles H. Lafferrandre

of Sayville, enlisted in the service on Dec. 7, 1917, in Motor Truck Company No. 424, an independent unit which was organized for duty overseas. He was sent to France on May 8, 1918. His Company served with different divisions and took part in the Chateau Thierry Drive, the St. Mihiel Drive and the Argonne Forest engagements. Mr. Lafferrandre was on duty at Headquarters, M. T. C. Park No. 721, Dijon, and received a citation from General Pershing for "Meritorious and Conspicuous Services." He was in France over a year. Upon his return, he was discharged from the service, July 2, 1919.

William F. Pausewang, Jr.

of Sayville, was inducted into the service on Sept. 19, 1917, and trained at Camp Upton and later at Camp Gordon. He served in Company G, 307th, Ammunition Train, 82nd Division. Mr. Pausewang went overseas with his regiment on May 18, 1918, and continued his training at La Courtine, France. They were held in reserve at Chateau Thierry but went into action in the Toul Sector. They took part in the St. Mihiel drive and in the Meuse Argonne. Mr. Pausewang was honorably discharged from service on May 16, 1919.

Joseph Brutscky

of Sayville, enlisted in the U. S. Army M. D., on November 26, 1917, and trained at Fort Ogelthorpe, Georgia, for three months. In France he was on detached service with a British Field hospital for four months. He was later at Base Hospital No. 17 where he remained until the signing of the armistice.

Edgar Sidney Howell

of Sayville, enlisted in the Naval Reserve in April, 1917, and was called to active service in November of the same year. After training at Pelham Bay, he was transferred to the armory at 52nd Street, Brooklyn. He was later detailed to the U. S. S. Adams, stationed at Rosebank, Staten Island, where he remained until the time of his discharge, March, 1919. Mr. Howell enlisted as a seaman and was discharged as Yeoman, 1st Class.

Robert J. Beebe

of Sayville, served four months in Friendship crew as Machinist Mate. He later served seventeen months on the U. S. S. "Hospital."

Theodore E. Jedlicka

of Sayville, enlisted in the United States Submarine service at the age of 16, April 5, 1917. He had the honor of being one of the 210 men who served aboard United States Submarines during the period of the war. Mr. Jedlicka became interested in the radio and wireless at the Sayville station and it was through his knowledge of this that he was able to serve his country in this manner. He had many narrow escapes in the undersea battles and his "Sub" sank a Hun U-Boat in July, 1918. He was in London during a severe air raid (the most disastrous that London ever saw, May 20th). Mr. Jedlicka brought home many interesting souvenirs from enemy submarines—one being a replica of the famous Lusitania, which had been struck in Germany to commemorate the sinking of the Lusitania by a German Sub-sea craft.

Gustave A. Wever, Jr.

of Sayville, was inducted into the service in May, 1918, and trained at Fort McClellan, Alabama in Company E, 114th Infantry. In France, he fought at Chateau-Thierry and at Verdun. He was gassed, and later captured by the Germans and held as prisoner of war for six weeks. Upon his release from the prison, he was in a hospital for three months. When he had recovered sufficiently, he was sent to America and cared for at Mineola, Long Island, thence to Fox Hills Hospital and finally to Camp Upton, from where he was discharged from service on April 9, 1919.

James L. Mullen

of Sayville, enlisted at Camp Upton, Long Island on October 8, 1917. He sailed for France on Jan. 13, 1918 with a Casual Detachment. In July, 1918, he was transferred to the Headquarters of the Motor Transport Corps at Tours, France, where he remained until his return to the United States in July, 1919.

CHARLES H. LAFFERRANDRE
WILLIAM F. PAUSEWANG, JR.
JOSEPH BRUTSCKY
EDGAR S. HOWELL
ROBERT J. BEEBE
THEODORE E. JEDLICKA
G. A. WEVER, JR.
JAMES L. MULLEN

Edmund C. Simpson

of West Sayville, was inducted into the service on April 29, 1918, and trained at Camp Devens, Mass., in Headquarters Company of the 303rd F. A., 76th Division. He left Boston in July, 1918, for Newport, Wales, and here entrained for Camp Wennall Down at Winchester, England. He left this camp after four days, going to Southampton, thence to La Havre, France, Clermont Ferrand, Aubiere, Cyrat and Beaumont. After serving two months on telephone switchboard and line work, he left for the front and was assigned to the 28th Division in the Toul Sector, taking part in the Meuse-Argonne Drive up until the signing of the armistice. Upon his return to America he received an honorable discharge from service at Camp Devens, Mass., on May 1, 1919.

Frank J. Simpson

of West Sayville, was inducted into the service on April 29, 1918, and trained at Camp Devens, Mass., in Headquarters Company of the 303rd F. A., 76th Division. He left Boston in July, 1918, for Newport, Wales, and here entrained for Wennall Down Camp, Winchester, England. He left this camp four days later, going to Southampton, thence to La Havre, France—Clermont Ferrand. His regiment used the 6-inch G P F 155-MM. rifle. After two months' training with the battalion in telephone, switchboard and line work, he was sent to the front and assigned to the 28th Division in the Toul Sector, taking part in the Meuse-Argonne Drive up until the signing of the armistice. He left for America in April, 1918, and received his honorable discharge from service at Camp Devens, Mass., on May 1, 1919.

Julius O. Ritter

of Sayville, entered the service on April 1, 1918, and trained with the 78th Division, Company L, of the 310th Infantry. He sailed for France on May 20, 1918, and engaged in the following battles: St. Mihiel (served in Limey Section from Sept. 17 to Oct. 5, 1918); was wounded in action on Sept. 21, 1918. He served with the American Expeditionary Forces for one year from May 20, 1918, to May 23, 1919.

Howard C. Edds

of Sayville, enlisted in the U. S. Naval Reserve in May, 1918, and trained as Port Guard, New York Harbor. He was honorably discharged from the service at Pelham Bay in December, 1918.

Joseph Frederick Jedlicka, Jr.

of Sayville, enlisted in the United States Naval Reserve on March 29, 1917, and was detailed for Recruiting Service at Sayville until Aug. 1, 1917. He volunteered for foreign service and was sent to Bensonhrust Training Station, where he remained for three weeks, when he was transferred to U. S. S. Aeolus, which was being refitted for transport service. He made thirteen trips to France aboard this ship, carrying troops and supplies. He was released on inactive service on June 30, 1919.

William Gabriel De Waal

of West Sayville, was inducted into the service on Oct. 16, 1917, and trained at Camp Upton, Long Island, and later at Camp Gordon, Atlanta, Ga., in Company F, 326th Field Artillery of the 82nd Division. He served overseas as First Sergeant, fighting in five battles. His company went over the top with two hundred men and came back with twenty-six. After the signing of the armistice he was sent to training school, where he studied until Jan. 31, 1919, receiving commission as Second Lieutenant. During the fighting Mr. De Wall's gas mask was shot from his face. He was gassed and was speechless for two weeks. Upon his return to America he was discharged from service at Camp Upton, Long Island, on May 26, 1919.

Edward J. Beintuma

of West Sayville, enlisted in the United States Navy and trained aboard the U. S. S. Meade at Boston, Mass. He made one trip across on this ship and landed at Plymouth, England; Belfast, Ireland; and Dunkirk, France. He was discharged from service on March 7, 1919.

Walter D. Van Popering

of West Sayville, enlisted in the United States Reserve on May 20, 1918, and trained at Ulmer Park Marine Basin, Brooklyn, N. Y. He served there until the date of his discharge from service at the 52nd Street Armory, Brooklyn, N. Y., Dec. 27, 1918.

EDMUND C. SIMPSON
FRANK J. SIMPSON
JULIUS O. RITTER
HOWARD C. EDDS
JOSEPH FREDERICK JEDLICKA, JR.
WILLIAM G. DEWAAL
EDWARD J. BEINTUMA
WALTER D. VAN POPERING

Albert Marshall Johnson

of Sayville, was inducted into the service on Aug. 5, 1918, and trained at Camp McClellan, Anniston, Ala., in Battery B, 26th Field Artillery. He received an honorable discharge from service on March 6, 1919.

George Stephen Johnson

of Sayville, enlisted in the United States Naval Reserve on April 4, 1917, as Seaman. He trained at Pelham Bay, receiving rating as Quartermaster, 3rd class. He served aboard the Mine Sweeper U. S. S. Foam. He was released from active service on Dec. 16, 1918.

Frank Johnson

of Sayville, was inducted into the service on Oct. 8, 1919, and trained at Camp Upton, Long Island, in the Headquarters Company of the 302nd Engineers. He sailed for France in April, 1918, receiving a commission as 2nd Lieutenant on Sept. 25, 1918. He returned to the United States and received his honorable discharge on May 10, 1919.

Arthur E. Rose

of Sayville, enlisted in the Naval Reserve as 2nd Class Seaman on the 5th of April, 1918, and trained at Pelham Bay, New York, where he remained for seven months, going through Petty Officers' School, receiving 3rd, 2nd and 1st P. O. rating. From there he went to the Naval Auxiliary Reserve Officers' School to take the two months' cadet cruise on the coastwise steamer Madison of the Old Dominion Line. From there he went to Pelham to Officers' School. After finishing the course and receiving his commission he was sent to Headquarters at South and Whitehall streets, New York City, where he remained until mustered out of the service on May 16, 1919.

Percy S. Webber

of Sayville, left Pratt Institute on Dec. 12, 1917, to enroll in the United States Ordnance Corps as a Draughtsman. He was assigned to Fort Slocum and later trained at Camp Jackson, South Carolina, and at Camp Hancock, Georgia. After five months in the Southern camps he went to Camp Mills, from where he sailed for France, landing at St. Nazaire. He was then assigned to detached service as Draughtsman in the Engineering Department of the Aircraft Armament at Paris, where he remained for nine months. He was then transferred to Tours and promoted to the rank of Corporal. He sailed for home on July 12, 1919.

John Heyboer

of West Sayville, enlisted in the U. S. Merchant Marine and served at Boston, Mass., from Nov. 1, 1918, until the end of the war.

John Nelson Van Essendelft

of West Sayville, enlisted in the United States Merchant Marine on Sept. 26, 1918, and served on board ship, making several trips to South Africa.

William Henry Westerbeke

of West Sayville, enlisted in the United States Naval Reserve on May 20, 1918, and trained at Base No. 6, at Bensonhurst, Brooklyn. He was rated as second class carpenter's mate. He was discharged from the service in December, 1918.

ALBERT MARSHALL JOHNSON
GEORGE STEPHEN JOHNSON
FRANK JOHNSON
A. E. ROSE
PERCY S. WEBBER
JOHN HEYBOER
JOHN NELSON VAN ESSENDELFT
WILLIAM HENRY WESTERBEKE

Douglas Talmage Goodale

of Bayport, enlisted on Jan. 8, 1918, in the Signal Reserve Corps, Aviation Section, and graduated from Ground School at Ithaca, N. Y., on Aug. 3, 1918. He served at Air Service Concentration Camp, Camp Dick, Dallas, Texas; later at Carruthers Field, Benbrook, Tex., where he received flying instructions until Dec. 12, 1918. He was commissioned 2nd Lieutenant in the Aviation Section of the Signal Officers' Reserve Corps on Dec. 13, 1918. Discharged from active duty on Dec. 14, 1918.

Paul Whitman Smith

of Bayport. Lieutenant Smith enlisted as a Private in the 23rd Regiment, Brooklyn, N. Y., on April 12, 1916. In Federal Service at Pharr, Texas; mustered into Federal Service in 1917 and appointed Corporal on April 10 of that year. He was discharged on June 29, 1917, to enlist in the Signal Reserve Corps, Aviation Section. He then trained at Princeton, N. J., Ground School from Sept. 5 to Nov. 3, 1917. He sailed on Nov. 14 in Foreign Detachment, Aviation Cadets. He arrived in France on Dec. 1 and was there and at Tours and St. Maxient until April 30, awaiting flying instructions. He studied at French Aviation School, Vores, France, until June 29, 1918. He was commissioned 2nd Lieutenant on June 6; received Brevet D'Aviatuur Militaire Francais on June 29; was at French Flying School until Aug. 15; at 3rd Aviation Instruction Center, Issoudun, until Sept. 14; also at Aerial Gunnery School, St. Jean de Monto, ferrying planes from Romoranten to front; was instructor in Aerial Observers' School, Tours, France. He left Brest, France, on March 31, 1919, and was discharged at Mineola N. Y., on Sept. 18, 1919.

John Jacob Hodge, Jr.

of Bayport, enlisted in the United States Marine Corps on Aug. 3, 1918, and received training with the 324th Company, Battalion R, at Paris Island, South Carolina. From there to Quantico, Virginia, and transferred to the Second Separate Machine Battalion. On Jan. 16 he left the United States and went to Santo Domingo City, Dominican Republic. After several months of service with the 115th Company, 3rd Provisional Regiment, at Fort Ozama, he was transferred to Azua, a foothill town some miles from the coast. Duty in the Dominican Republic consisted of giving American plantation owners and natives protection from the raiding outlaw bands. He was discharged on Sept. 30. 1920, at Marine Barracks, League Island Navy Yard, Philadelphia, Pa.

Langdon Ward Post

of Bayport. enlisted in the First Trench Mortar Battery, First Division, on May 28, 1917, and trained at Fortress Monro, Fort Dupont, Fort Wadsworth and Camp Valdahon, in France. He took part in all service of the 1st Division until Nov. 1, 1918, including the Toul Sector, Cantigny (Trench Mortars and 28th Infantry), Montdidier Sector, Soissons (with 26th Infantry), Ansonville Sector, St. Mihiel (with 26th Infantry), Meuse-Argonne (where the battery was used as runners, stretcher bearers, and for general liaison. He was promoted to Corporal on Aug. 17, 1918, and recommended for commission. On Nov. 1, 1918, he was ordered to Artillery Candidates School at Saumur, from where he graduated on Jan. 25, 1919, and ordered to St. Aignan, and then to Camp Pontenezen. He received commission as 2nd Lieutenant in Reserve and was transferred to Newport News and then to Camp Upton, and discharged there on May 23, 1919. Mr. Post was slightly wounded at Coulemelle and again in the battle of Soissons. He was cited in battery orders for laying telephone wires during gas attack on Toul Sector and again for carrying wounded man out of Coulemelle.

Charles Kintzing Post

of Bayport, volunteered in the regular navy on June 30, 1913, in the U. S. Naval Academy. During the war he served as midshipman on the U. S. S. Wyoming and U. S. S. Kansas. He graduated from the Naval Academy on June 6, 1918, as commissioned Ensign and was ordered to U. S. S. New York of the 6th Battle Squadron of the Grand Fleet and served on that ship in the North Sea during the rest of the war. He was commissioned temporary Lieutenant, Junior Grade, on Sept. 21, 1918.

George W. Egner

of Bayport, was inducted into the service on Sept. 3, 1918, and served at Camp Jackson in Battery E of the 60th Field Artillery, 20th Division. He was later sent to Camp Upton, from where he was discharged from service on Feb. 3, 1919.

Fred Ogden

of Bayport, enlisted in regular Navy on Oct. 15, 1903, and served as Chief Special Mechanic. On May 19, 1917, he was transferred to U. S. S. Dixie and sailed for Overseas. He arrived at Queenstown. Ireland, on the 12th of June and was assigned to duty in the repair of torpedo boat destroyers. He left Queenstown in December, stopping at Ponta Del Gada, Azores, until Feb. 10, and arriving at Philadelphia Navy Yard on Feb. 22, 1919.

Herbert Edward Green

of Bayport, enlisted; served in the Atlantic patrol and Convoy squad. being stationed at Boston, Mass. While in service he took part in the convoying of troop ships which sailed to foreign ports. He was honorably discharged from service on July 7, 1919, at Bay Ridge, New York.

DOUGLAS GOODALE
PAUL W. SMITH
JOHN JACOB HODGE, JR.
LANGDON WARD POST
CHARLES KINTZING POST
GEORGE EGNER
FRED OGDEN
HERBERT EDWARD GREEN

W. Charles Macy

of Islip, enlisted in the 407th Telegraph Battalion (which was the first Battalion sent overseas by tne New York Telephone Company) on June 14, 1917. He sailed on the Antilles in August of that year and landed at St. Nazaire, France. While overseas he served in France, Luxemburg, and Germany. He held the following ranks: Sergeant, Acting Sgt. Major, Statistical Sgt., Corporal, Private, and twenty minutes as "K. P"—once. He was transferred to American School Det. at Toulouse University in February, 1919, where he held the position of University publicity manager and was a member of the track team for four months. During these four months he visited most parts of France, spending some time there.

Allan D. Macy

of Islip, enlisted in the 17th Field Artillery, Headquarters Company, 2nd Division, and trained at Camp Robinson, Wisconsin. He served with his regiment in France and took part in the following operations: Toulon-Trojon Sector; Oise Defensive; Chateau Thierry; Aisne-Marne Offensive; Marbache Sector; St. Mihiel Offensive (Champagne and Mont Blanc), and Meuse-Argonne Offensive. He served in the army of occupation from Dec. 14, 1918, until July 26, 1919.

William A. Macy

of Islip, enlisted in Headquarters Company of the 17th Field Artillery, 2nd Division, on June 26, 1917, and trained at Camp Robinson, Wisconsin. He served overseas and took part in the following operations: Verdun, Chateau Thierry, Soissons, Marbache, St. Mihiel, Champagne and Argonne.

Louis Francis Garben (M.D.)

of Islip, enlisted in the United States Navy Medical Corps on Oct. 5, 1917, starting his service with the rank of Lieutenant (J. G.). He did recruiting duty in New York and Bridgeport until April, 1918, when he was transferred to the U. S. Naval Air Station at Key West, Florida. He served there as Senior Medical Officer until the signing of the armistice. In July, 1918, he was promoted to the rank of Lieutenant, U. S. N., Medical Corps. After the armistice he was transferred to the U. S. S. Aevlus, remaining on this transport until released from the service, Sept. 22, 1919.

Ralph N. Raynor

of Islip, enlisted in the United States Naval Aviation and trained as Carpenter's Mate, 2nd Class, at Charleston, South Carolina. He was later sent to Penascola, Florida, where he remained until the date of receiving his discharge, March 22, 1919.

Ellsworth Epstein

of Islip, enlisted in the United States Naval Reserve on June 24, 1918, at Washington, D. C. He was assigned to U. S. S. Triton and later to Bu. Nav., D. C., where he was made acting Y1C and given honorable service certificate. He was released on inactive duty on Jan. 7, 1919, and on June 20, 1920, was given an honorable discharge from service.

Earle E. Velsor

of Islip, enlisted in the service on July 6, 1917, in the 7th New York National Guard Infantry Regiment, 27th Division, being taken into the Federal service on the 16th. Aften seven months of intensive training at Spartanburg, South Carolina, he sailed for France, landing at Brest on May 23, 1918. They were held in reserve on the Somme and Picardy fronts for a short time, later relieving the English and taking over the East Poperinghe Line and Dickebush Sector, Belgium, on July 9. Mr. Velsor was wounded on the 24th day of August. One month later he arrived back with his outfit and started for the line again, taking part in the breaking of the Hindenburg line between St. Quentin and Cambria in the vicinity of Bony, being gassed three days later. He arrived in America on March, 1919, and was honorably discharged from service on April 2, 1919.

Charles E. Gilmartin

of Islip, was inducted into the service on Sept. 28, 1917, and trained at Camp Upton in Company A, 308th Regiment, 77th Division. He sailed for France on April 6, 1918, and served in the following operations: Oise-Aisne Offensive; Baccarat Sector; Vesle Sector; Meuse-Argonne Offensive. Sergeant Gilmartin was cited for bravery on Nov. 6, 1918, for accompanying his platoon leader in an advance which caused two German machine gunners to flee their post and thereby aiding in liberating the town, which was then held by the enemy.

WILLIAM CHARLES MACY
ALLAN D. MACY
WILLIAM MACY
LOUIS F. GARBEN
RALPH N. RAYNOR
ELLSWORTH EPSTEIN
EARLE E. VELSOR
CHAS. EUGENE GILMARTIN

James Van Orden

of East Islip. He served in the Naval Reserve, Public Works Division, during the years of 1918 and 1919.

Frank J. Podlaha

of East Islip, served in the New York State Guard at Islip and enlisted in the regular army on May 11, 1919. He served at Fort Totten, New York, and also at Camp Jackson and at Fort Schuyler.

Frank Ralph Krenicky

of East Islip, was inducted into the service on May 29, 1918. He served in the 418th M. S. T. and in the 471st M. T. C. He also served overseas, taking part in the following operations: St. Mihiel, Meuse-Argonne, Araennes, Haute-Marne, and served in the army of occupation.

Harvey B. Conkling

of Great River, enlisted in the Coast Guard Service on May 30, 1917, and trained at Fort Trumbull, New London, Conn., being later transferred to the U. S. S. Acushnet. He served on Guard duty off Watch Hill, Rhode Island, from where he was transferred to Boston, on wrecking duty. There they assisted in getting many ships on the way which had become disabled. After the great explosion at Halifax they were sent there to assist ships. They stopped at the following ports: Halifax, Louisburg, North Sidney, Port Hastings, Port Mulgrave, and Souris. His ship was among those which assisted in aiding the Northern Pacific when it went aground off Fire Island. Mr. Conkling was discharged from service on Feb. 28, 1919.

William John Nowak

of East Islip, enlisted in the Navy on June 18, 1918, and trained at Pelham Bay in the First Battalion of the Third Regiment. He sailed on the U. S. S. George Washington and landed in Brest, France. He later went to Southampton, England, and to U. S. Naval Base No. 29, Cardiff, Wales, where he served for three months on land duty. From here he was assigned to U. S. S. Lake Charlotte, and acting as Seaman on this ship, he touched the following ports: St. Marlow, France; Barry, Wales; Bordeaux, France, and Avemouth, England; Southampton, England, and Boulogne, France; thence to Penarth, Wales, and to Cardiff, Wales, carrying coal and ammunition to the respective ports. He returned to America, landing at Philadelphia, and was transferred to Bay Ridge, Brooklyn, and released from service on Sept. 30, 1919.

Henry Kleuner

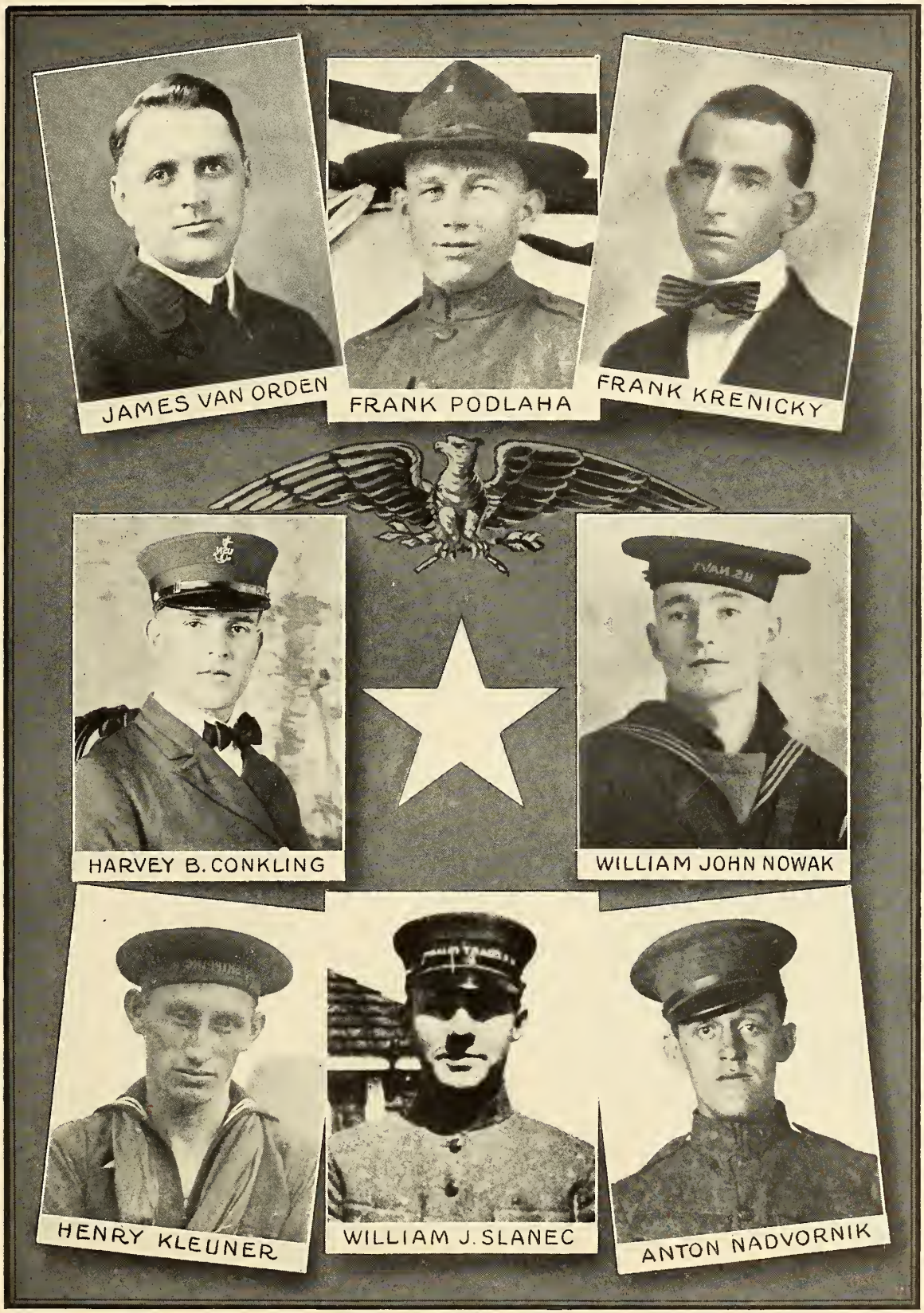
of East Islip, was inducted into service in August, 1918, and trained at Boston, Mass., and served in the Merchant Marine until the end of the war. He was discharged from the service at Brooklyn, N. Y.

William J. Slanec

of East Islip, enlisted on May 1, 1918, and served at Fire Island in the U. S. Coast Guard, Station No. 83, during the time of the war. He was discharged from service at Bay Shore, N. Y., on Nov. 30, 1920.

Anton Nadvornik

of Bay Shore, was inducted into service on May 29, 1918, and trained in the 56th Infantry, Company B, Seventh Division. He served overseas one year, taking part in the following operations: St. Mihiel Offensive and Meuse-Argonne Offensive.


JAMES VAN ORDEN
FRANK PODLAHA
FRANK KRENICKY
HARVEY B. CONKLING
WILLIAM JOHN NOWAK
HENRY KLEUNER
WILLIAM J. SLANEC
ANTON NADVORNIK

Charles J. Vorac

of East Islip, was inducted into the service on Sept. 29, 1917, and trained at Camp Upton, Long Island. He served in Company G, 306th Infantry, 77th Division. He went overseas with his Division and took part in operations in the Baccarat Sector and Vesle River Sector.

William J. Hrubes

of East Islip, was inducted into the service on Sept. 22, 1917, and trained at Camp Upton, Long Island. He served in Company D, 308th Infantry, and in the military Police overseas. He was discharged from Camp Upton, May 9, 1919.

William Louis Krenicky

of East Islip, enlisted in the Navy on May 28, 1918, and trained at the Navy Yard at Philadelphia, in the Engineering Division. He later served at Submarine Chaser Base No. 27, Plymouth, England, with U. S. Nucleus Crew No. 14, U. S. S. Zeppelin.

Joseph Podlaha

of East Islip, enlisted in Motorcycle Company No. 306 in December, 1917, and trained at Camp Joseph, Florida. He served in France for one and a half years, during which time he served as a despatch rider in the St. Mihiel Sector and Meuse-Argonne. After the Armistice he served as a rider for Mr. Hoover in northern France and Belgium. He was honorably discharged from service at Camp Dix, New Jersey.

Joseph Charles Gill

of East Islip, enlisted in the United States Naval Reserve on April 3, 1918, and served at Submarine Chaser Base at Bridgeport, Conn. He was later transferred to the Naval Aviation Station at Bay Shore, Long Island, and from there to U. S. S. Plattsburg, Army Transport, on which he made four complete voyages to England and France. He was discharged from service in April, 1919.

William Cunningham

of East Islip, was inducted into the service on Feb. 25, 1918, and trained at Camp Upton, Long Island, in Company A, of the 302nd Supply Train, 77th Division. He sailed for France aboard the Leviathan on April 24. Arriving at Brest, he drove to Baccarat Sector; thence to the Vesle Sector. He took part in the following engagements: Oise-Aisne Offensive; Meuse-Argonne Offensive. Upon his return he was sent to Camp Upton, from where he was discharged from the service.

Herman Miller

of East Islip, re-enlisted in the Navy on Nov. 2, 1917. He was injured on his way overseas and was in the hospital for nine months, during which time he was forced to undergo four operations.

Jacob J. Barbanes

of East Islip, Sergeant, was inducted into the service on Sept. 30, 1917, and trained at Camp Upton, serving in the 359th Motor Truck Company of the Mallet Reserve American Mission. He served in France with his company and engaged in the following battles: Somme Defensive; Aisne Defensive; Montdidier-Noyon Defensive; Champagne-Marne Defensive; Aisne-Marne Offensive: Oise-Aisne Offensive; Somme Offensive. He was decorated with eight Bronze Stars, a star for each battle in which he took part.

CHARLES J. VORAC
WILLIAM J. HRUBES
WILLIAM KRENICKY
JOSEPH PODLAHA
JOSEPH C. GILL
WILLIAM CUNNINGHAM
HERMAN MILLER
JACOB J. BARBANES

Charles Jedlicka

of East Islip, was inducted into the service on Sept. 10, 1917, and trained at Camp Upton, L. I., in the Medical Detachment, 305th Field Artillery, 77th Division. He was promoted to the rank of Sergeant on Jan. 10, 1918. He embarked for France on April 26, 1918, aboard the U. S. S. Von Steuben, making trip in six days and landing at Brest, France. While in France he served in the following battles: Baccarat Sector, July 10 to Aug. 1, 1918; Vesle Sector, Aug. 16 to Aug. 18, 1918; and in the following major operations: Oise-Aisne Offensive, Meuse-Argonne Offensive. After the signing of the Armistice, Mr. Jedlicka received a nine day furlough, which he spent in Aix Les Bains, near the Swiss border. He also visited Paris and other principal cities. He received his discharge from service on May 10, 1919, at Camp Upton, L. I.

Edward Jedlicka, Jr.

of East Islip, was inducted into the service on Oct. 8, 1917, and trained at Camp Upton, L. I., in the Medical Detachment, 319th Field Artillery, 82nd Division. He sailed for overseas May 19, 1918, arriving at Liverpool, England, and later at Havre, France. He took part in the following battles: Marbach Sector, St. Mihiel Offensive, Meuse-Argonne Offensive. Mr. Jedlicka was recommended for the D. S. C., but due to delay did not receive same.

Rudolph Jedlicka

of East Islip, was inducted into service on Aug. 31, 1918, and trained at Camp Gordon, Ga., in the 330th Infantry, 83rd Division, and also in Company C, 108th Infantry, 27th Division. He sailed on Oct. 13, 1918; was struck by a submarine while crossing the English Channel, but landed safely in France. He returned from France aboard the Mauretania, March 6, 1919, and was discharged from service on March 31, at Camp Upton, L. I.

Louis Theodore Hauck, Jr.

of Islip, was inducted into the service on Dec. 18, 1917, and trained at Camp Upton, L. I., in Company L, 49th Infantry. He sailed for overseas on July 21, 1917, with the 49th Infantry and was later assigned to the Prisoner of War Escort Company as despatch rider. He was discharged from service on Oct. 21, 1919.

Frank J. Hrubes

of East Islip, enlisted in the 76th Field Artillery, 3rd Division, and trained at Fort Ethen Allen, Hattisbury, Miss. He trained at a training camp in France and took part in the following operations: Marne Sector, Toul Sector, Verdun Sector, and did active service in the Army of Occupation in Germany.

E. L. De Reeder

was residing in South Africa in 1916. Volunteered for active service in German East Africa as a motor dispatch rider; was rejected, being only sixteen years old. In Sept., 1917, enlisted in the South African Medical Corps, and was transferred for duty to No. 1 General Hospital, Wynberg, Cape Town, where, after one year's service as secretary to the officer commanding, was promoted to corporal. After nearly two and a half year's service was discharged on request and sailed for England as wardmaster on the H. M. Hospital Ship Ebani and transferred for U. S. A.

Louis Joseph Suda

of East Islip, was inducted into the service on July 22, 1918, and trained at Camp Upton, L. I., in the 43rd Company of Provost Guard, during the period of the war. He was discharged from service on June 24, 1919, at Camp Upton, L. I.

Rosario Ricciardelli

of Islip, was attached to the Navy Fleet, Naval Reserve and was called back to active duty on April 6, 1917, when he became attached to the U. S. S. Georgia, at Submarine Base, New London, Conn., and also later to the U. S. S. Fulton. He was later transferred back to the Fleet Naval Reserve and continued his service by cruising. Mr. Ricciardelli took part in the Spanish American War and was wounded in the Battle of Manila Bay on May 1, 1898.

CHARLES JEDLICKA
EDWARD JEDLICKA
RUDOLPH JEDLICKA
LOUIS T. HAUCK, JR.
FRANK J. HRUBES
E. L. DE REEDER
LOUIS J. SUDA
ROSARIO RICCIARDELLI

Anton G. Wcela

of East Islip, enlisted in the service on June 5, 1918, and served at Sandy Hook, N. J., in the U. S. C. 9 Cutter Service during the period of the war. He was discharged from service at the Barge Office, New York City.

Edward Archibald Kukacka

of East Islip, was inducted into service on May 29, 1918, and trained at the following camps in America; Camp Upton, Long Island; Camp Joseph E. Johnston, Jacksonville, Fla. He sailed for France on Aug. 13, 1918; landed at Brest. He was promoted to Corporal on Sept. 1, 1918. While in France he served in the Prisoner of War Escort Company, escorting German prisoners through France and also in the R. R. & C. Company No. 14, finding billets and billeting incoming troops from the Army of Occupation. He was discharged from service at Camp Upton, L. I., on Oct. 29, 1919.

Lewis Chilar

of East Islip, enlisted in the Regular Army on Dec. 29, 1911, and served the period of two enlistments. He trained at Fort Slocum, New York, and was later in the 57th U. S. Regular Army Infantry Band, 15th Division. He was discharged from service on April 2, 1919, at Camp Pike, Arkansas.

Gordon Prescott Savage

of Islip, L. I., enlisted in the service in 1917 and trained at Officers' Training Camp, Fort Benjamin Harrison, Ill. He was permanently commissioned Captain in the Regular Army, 10th U. S. Infantry, in 1918. He is still in the service of his country. Captain Savage did not get overseas.

William S. Savage

of Islip, enlisted in the U. S. Air Service in 1917 and studied at the University of Texas as a Flying Cadet. He served as a Second Lieutenant in the Army Reserve Corps during the war and was discharged from service in June, 1919, at Kelly Field, San Antonio, Texas.

Jack McGuinness

of East Islip, was inducted into the service on Oct. 12, 1917, and trained at Camp Upton, L. I., and at Camp Gordon, in Company F, of the 307th Engineers, 82nd Division. He served overseas with his division and took part in the following battles: St. Mihiel Offensive, occupying towns of Pont a Manson, Nomoy and Vandiers; Advance on Chatel, Argonne Sector and Chateau Thierry. Upon his return to America he received his honorable discharge in May, 1919. (See Narrative).

Henry J. Vollbracht

of East Islip, enlisted in the U. S. Coast Guard on May 31, 1918, and trained at New London, Conn., during the period of the war. He was discharged from service on June 10, 1919.

Charles J. Brady

of East Islip, was inducted into the service on July 14, 1918, and trained at Fort Slocum. He served six months at Brest, France. He was discharged from service on March 22, 1918.

ANTON G. WCELA
EDWARD A. KUKACKA
LEWIS CHILAR
G. PRESCOTT SAVAGE
WILLIAM S. SAVAGE
JACK McGUINNESS
HENRY VOLLBRACHT
CHARLES J. BRADY

Joseph M. Whelan

of Bay Shore, enlisted in Signal Corps in New York City and trained at Camp Alfred Vail, Little Silver, N. J. He sailed for France, landing at St. Nazaire, France, on April 13, 1918. During his service in France his regiment equipped and maintained all lines of communication throughout France, operating on the various fronts. After the signing of the Armistice, they were attached to the Peace Commission Personnel with headquarters at Hotel Du Crillion, Paris. His command installed and maintained all telephone and telegraph facilities for the above commission at Versailles and in the Chateau of Prince Murab, occupied by President Wilson during his stay in Paris. General John J. Pershing, after the signing of the Armistice, cited the entire personnel of the Chief Signal Officers for their work during the war. After completion of duties with the Peace Conference, Mr. Whelan was transferred to the Replacement Camp at Coves Cheverney and assigned to the 113th Field Signal Battalion of the 38th Division. He sailed for America on May 23, 1919, and was honorably discharged from service on June 19, 1919, at Camp Upton, New York.

Elward Smith

of Sayville, enlisted in the U. S. Naval Reserve Force on May 1, 1917, and trained at Section Base No. 5, West Sayville, L. I. He later served aboard the S. P. 38, at the Naval Reserve Instruction School at Columbia University; aboard the S. P. 343, and at the Federal Rendezvous, 52nd Street, Brooklyn. He was commissioned Ensign of the line on June 12, 1918, and was detailed as Officer-Messenger. He was transferred to the Naval Reserve Flying Corps in July, 1918, as Chief Quartermaster. He was on inactive duty at the time of the Armistice.

Joseph G. Antos

of Sayville, enlisted in the United States Marine Corps on July 5, 1918, at Paris Island, S. C., at the age of 20 years. After a period of intensive training, he sailed for overseas and joined the 74th Company, 6th Regiment Marines, 2nd Division. He served overseas from Oct. 21, 1918, to Aug. 10, 1919, in France, Belgium, Luxemburg and Germany. He was honorably discharged from the service on Aug. 18, 1919, at Quantico, Va.

Kenneth Hayward

of Sayville, enlisted in the Royal Flying Corps, Canada, Nov. 18, 1917, as a cadet. He received his training at Camp Mohawk, Deseronto, Ont., Canada; at Wycliffe College, Toronto, Canada (School of Military Aeronautics); Camp Rathburn, Deseronto (Instruction in Flying); Camp Leaside, North Toronto (School of Aerial Gunnery); served at Base Hospital, Toronto, Canada, and at Camp Rathburn and Beamsville. He was promoted to Lieutenant on Aug. 1, 1918. He sailed for England in September and served with the Royal Air Force established at Cranwell, Sleaford, Lincolnshire, from Oct., 1918, to May, 1919. He arrived at Montreal on July 9, 1919, and received an honorable discharge from service on July 10, 1919.

Dudley Wemple Hayward

of Sayville, was inducted into the service on Aug. 14, 1917 at Camp Upton, L. I., and trained at the 14th Company, 152nd Depot Brigade, 77th Division. He was promoted to Corporal on Nov. 19, 1917, and to Sergeant on March 6, 1918. He was transferred to Company 2, Central Officers' Training School, Infantry, at Camp Custer, Battle Creek, Mich., as Sergeant Cadet, on May 3, 1918. On June 12, 1918, he was transferred to Company 2, 1st Battalion, Central Officers' Machine Gun School at Camp Hancock, Augusta, Ga. On Oct. 27 he was transferred to Company 2, Quartermasters Officers' Training School, Camp Joseph E. Johnston, Jacksonville, Fla. He received his honorable discharge on Nov. 28, 1919.

Robert Harvey Bason

of Sayville, enlisted in the Navy on Oct. 19, 1917, at the Brooklyn Navy Yard, being later sent to Newport, R. I., for training. From there he was sent to Harvard University for Radio Course. Having been successful in this course, he was sent to City Park Barracks to wait for a ship. He was then assigned to the ship "Peter H. Crowell," where he served one year, being then sent to Bay Ridge Barracks, Brooklyn. He also took the Radio Compass Course at Pelham, later serving on the Fire Island Light Ship. While in service he made trips to Brest, Lorrient, Paulliac, Trompaloo, Bordeaux, Norfolk, Hampton Roads; Portsmouth, Va.; Boston, Philadelphia, San Diego, San Francisco, Port Richmond; Seattle, Wash.; Sidney, Nova Scotia, Colon and Balboa, Panama. He again served four months on the Fire Island Light Ship previous to his discharge on Nov. 25, 1919.

Stanley R. Jones

of Sayville, was inducted into service on Aug. 30, 1918, and served in the 1st Company, 152nd Depot Brigade, at Camp Upton, New York. He was assigned to Telegraph duty in Camp Signal and Supply Office. He contracted influenza and pneumonia and had a subsequent operation for empyema in hospital. He was released from the Base Hospital at Camp Upton, L. I., on March 19, 1919, and was honorably discharged from service on March 24, 1919.

Robert G. Groh

of Sayville, trained at Fort Slocum, New York, and later at Camp Lee, Va.

JOSEPH M. WHELAN
ELWARD SMITH
JOSEPH G. ANTOS
KENNETH HAYWARD
DUDLEY WEMPLE HAYWARD
ROBERT H. BASON
STANLEY R. JONES
ROBERT G. GROH

Joseph A. Moore, Jr.

of Islip, enlisted in the U. S. Navy on Jan. 8, 1918, and trained at Naval Training Camp at Charleston, S. C. He later served at the U. S. Air Station, Pensacola, Fla., in the 6th Squadron.

Raymond A. Halsey

of Islip, enlisted in the Veterinary Corps, taking the examination for Second Lieutenant V. C. on May 17, 1917. On July 18, he was ordered to report at Hoboken for service abroad. He sailed from New York, arriving at Liverpool on Aug. 5, 1917. He then went to Southampton and from there to La Havre, France, and Paris, where he remained until Aug. 15, when he was ordered to report to the 5th Marines. He stayed with them until Dec. 15, training under the French. On Dec. 15 he was transferred to service with the 1st Engineers, 1st Division, and with them served in the following battles: Sommerville Sector, Ansanville Sector, Montdidier Sector, Cantigny, Soissons, 2nd Battle of the Marne, St. Mihiel, Argonne and Meuse, Sedan, Coblenz Bridge Head, Army of Occupation. On Dec. 19, 1917, he was promoted to First Lieutenant and on April 15, 1919, to Captain. He received his honorable discharge from Camp Dix.

Robert J. Bartley, Jr.

of Islip, enlisted in the Quartermaster Corps on June 17, 1918. He served in the Quartermaster Corps as Lieutenant, organizing Negro Labor Battalions for Engineer and Quartermaster Corps. He received his discharge from service on March 13, 1919.

Clyde H. Ketcham

of Islip, enlisted in the U. S. Navy on April 5, 1918; studied at the U. S. N. Engineering School at Stevens Tech., Hoboken, N. J., and at U. S. N. Steam Turbine School at Carnegie Tech., and graduated from both of the above schools. He served aboard the U. S. S. Celtic and aboard the U. S. S. West Hosokie as engineer division and senior watch engineer officer. He successfully steamed out of several emergencies at sea. He was released from active service on Aug. 6, 1919.

Fordyce C. Halsey

of Islip, enlisted in the U. S. N. Reserve Force on Oct. 1, 1918, and served as App. Seaman, being stationed at Naval Unit at Pratt Institute, School of Science and Technology, Brooklyn, N. Y., in connection with Students' Army Training Corps. He later took the annual midshipmen's cruise aboard the U. S. S. Connecticut as electrician, visiting Honolulu and West Coast, making ports of Seattle, San Francisco and San Pedro. He was released from active service on Dec. 15, 1918, the cruise, however, lasting until Sept. 7, 1920.

Oscar Henry Doxsee

of Islip, was inducted into the service on Sept. 29, 1917, and served at Camp Upton, L. I., in Headquarters Company of the 306th Infantry, 77th Division. He served overseas with his regiment and took part in the following engagements: Baccarat, Vesle, Oise-Aisne, Meuse, Argonne. (See Narrative).

Franklin S. Foster

of Islip, was inducted into the service and trained at Camp Upton, L. I., in Company H, of the 302nd Supply Train, 77th Division. He served overseas with his regiment and fought on four battle fronts. Upon his return to America he received an honorable discharge from service at Camp Upton.

Willis C. Raynor

of Islip, enlisted in the Students' Army Training Corps at Columbia University and trained there in Company H during the period of war.

JOSEPH A. MOORE, JR.
RAYMOND A. HALSEY
ROBERT J. BARTLEY, JR.
CLYDE H. KETCHAM
FORDYCE C. HALSEY
OSCAR HENRY DOXSEE
FRANKLIN S. FOSTER
WILLIS C. RAYNOR

Herbert E. Ketcham

See memorial pages.

Harold A. Ketcham

of Islip, was inducted into the service and trained at Camp Upton, L. I., for six months in Company I, 308th Infantry. He served with the A. E. F. for twelve months in France, fighting in the Baccarat Sector, Oise-Aisne Offensive, Meuse-Argonne; was lost for five days in Argonne. He suffered many hardships but returned safely to New York on April 28, 1918; went to Camp Mills, from where the 77th Division held their parade in New York City. He received his honorable discharge from service on May 9, 1919, at Camp Upton, L. I.

William P. Howell

of Islip, enlisted in the Medical Corps of the U. S. Army on May 27, 1914, went to Fort Slocum for a few days and was sent direct to Mexican border. After serving on the border in different forts for two and a half years he returned north and was later sent to Allentown, Pa., from where he sailed for France. He was held up on the ship owing to the explosion at Halifax. During this time, he had very interesting experiences. Arriving in France, he served there for nineteen months. He returned to America and received an honorable discharge from service on Aug. 19, 1919.

Joseph J. Kutil and George H. Gates

of Islip, volunteers. They enlisted together and remained together until the time of their discharge from service. (See Narrative page 141).

Henry Monzet

of Islip, enlisted on Feb. 25, 1918, in Battery E, 341st Field Artillery, 89th Division. He served in France from May 20, 1918, to June 4, 1919.

Bernard M. Schramm

of Islip, enlisted in the Enlisted Ordnance Corps at New York City on Dec. 10, 1917; was assigned to the office of the Inspection Division, Ordnance Department, at Albermarle Building, 24th Street & Broadway, New York City; transferred to the same office at Washington, D. C., early in Jan., 1918. On April 10, he was transferred to Aberdeen Proving Grounds, Maryland. He was assigned to Headquarters Company, Ordnance Corps and appointed clerk to the Post Adjutant. He was promoted to First Class Private, Corporal and Sergeant. He was honorably discharged from service at Aberdeen Proving Grounds on Jan. 27, 1919.

Edward I. Raynor

of Islip, enlisted in Company A, 40th Engineers, Camouflage Corps. He trained at American University at Washington, D. C. He served in France and was wounded on Oct, 24, being in the hospital for fifteen months following. He is now disabled for life, one leg being left two inches shorter than the other. The Government has sent him to Columbia College and is giving him a course in architecture.

HERBERT E. KETCHAM
HAROLD A. KETCHAM
WILLIAM P. HOWELL
JOSEPH JOHN KUTIL
GEORGE HENRY GATES
HENRY MONZET
BERNARD M. SCHRAMM
EDWARD I. RAYNOR

George E. Pennell

of Great River, was inducted into the service and trained at Camp McClellan, Anniston, Ala., in the 104th Motor Supply Train, Company D, 29th Division (The Blue and Gray Division). He served in France for one year, taking part in the following battles: Center Sector, Haute Alsace Defensive, Meuse-Argonne Offensive.

Joseph M. Ward

of Islip, was inducted into the service on Sept. 28, 1917, and entered the Officers' Training School at Camp Upton, L. I. He was made Sergeant of U. S. Infantry on April 24, 1918, being later transferred to Camp Gordon, Ga., where he was commissioned as Second Lieutenant, U. S. Infantry, on June 5, 1918. On Sept. 27, 1918, he was promoted to First Lieutenant. He received his discharge from Camp Gordon on Dec. 2, 1919.

William Frederick Faber

of Islip, enlisted in the U. S. Navy on May 20, 1916, and trained at the U. S. N. T. S., Newport, R. I. He trained and served aboard the U. S. S. Paducah, doing patrol duty overseas from April 6, 1917, to Jan. 7, 1919.

Harry Livingston Hubbs

of Islip, enlisted in the 4th Company at Fort Slocum and served there and in Arsenal Company No. 1 at Raritan, N. J. He was made Sergeant on March 2, 1918, and First Class Sergeant on May 30, 1918. He received his discharge from service at Camp Raritan on March 11, 1919.

Benjamin F. Howell

of Islip, enlisted in 1913 in the U. S. Navy and trained at Newport Naval Training Station. He served as a Seaman on the U. S. S. Vermont, from where he was transferred to the New U. S. S. Arizona, on which he made trips to the different southern countries. He re-enlisted on same ship. He served as Gunner's Mate and was later made C. P. O. He made two trips to France, then went to Cuba, South America and the West Indies. He was honorably discharged from service in Aug., 1919.

John J. Hanford

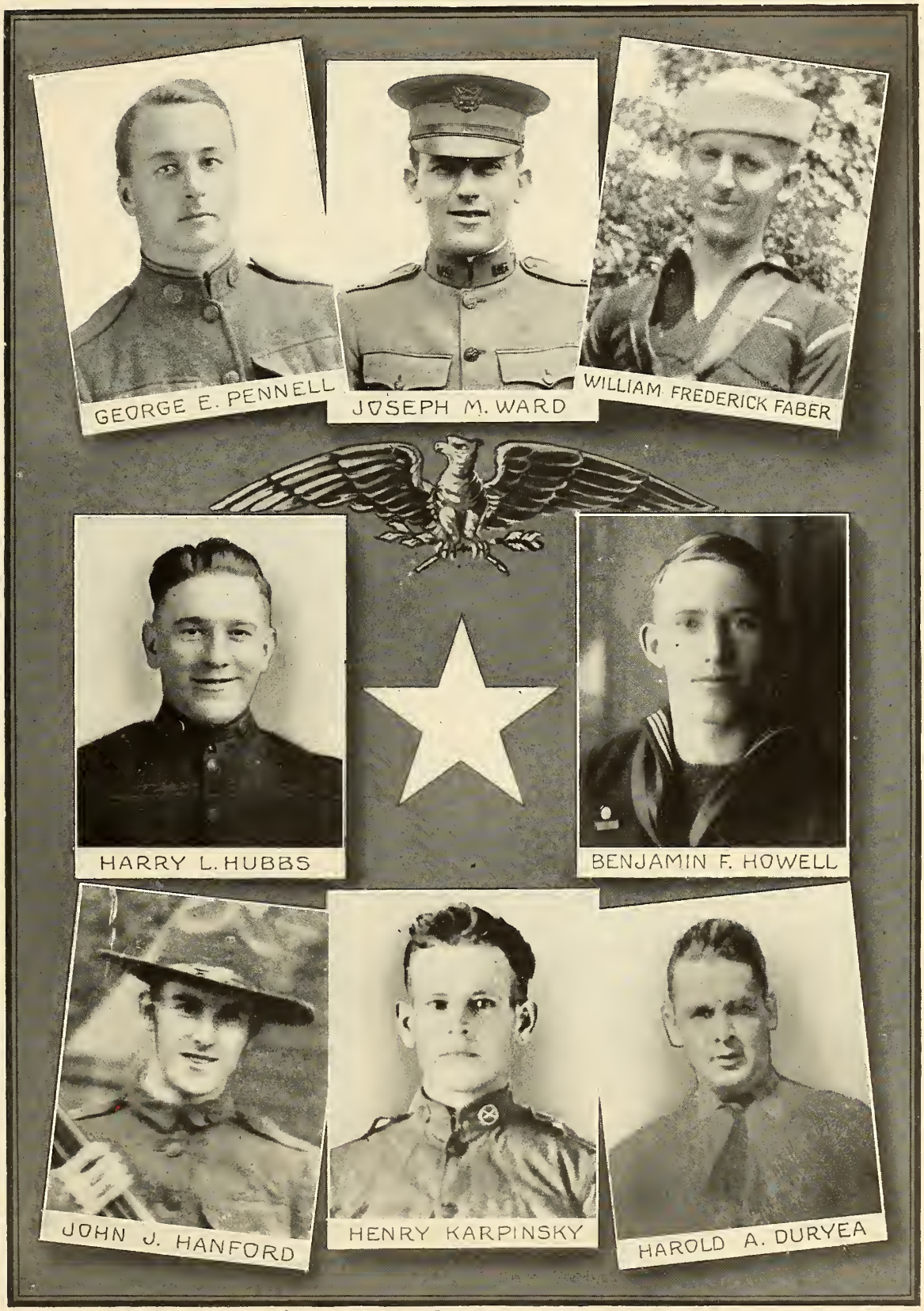
of Islip, enlisted on Oct. 15, 1918, in Motor Transport at Rochester, N. Y. He served in this company at Rochester until the date of his release from service, Dec. 6, 1918.

Henry Karpinsky

of Islip, enlisted in the Army and trained at Fort Slocum, from there being sent to Camp McClellan, Ala., where he served during the remainder of the war.

Harold A. Duryea

of Islip, enlisted on June 22, 1916, in 2nd Field Artillery of Brooklyn, Battery C, and served at the Border until March, 1917. He returned to the reserves and when the reserves were called in for the World War, was placed in Company I of the 23rd Infantry of Brooklyn. After training nine months with this regiment at Spartanburg, S. C., he secured a transfer and entered the Aviation School at Princeton; trained at Dallas, Fort Worth, Texas, being afterwards stationed at Detroit, Dayton and at Mineola. He was discharged from service on Jan. 3, 1919.


GEORGE E. PENNELL
JOSEPH M. WARD
WILLIAM FREDERICK FABER
HARRY L. HUBBS
BENJAMIN F. HOWELL
JOHN J. HANFORD
HENRY KARPINSKY
HAROLD A. DURYEA

John F. Ranahan, Jr.

of Islip, enlisted in the service on Nov. 23, 1917; sailed for France on Jan. 13, 1918, where he served until May 8, 1919. He was honorably discharged from the service on May 31, 1919.

Vernon T. Lee

of Islip, enlisted Sept. 9, 1918, in the C. O. F. S. and trained at Camp Lee, Va. He served there until the date of his discharge from service, Nov. 23, 1918.

John J. Machacek

of Islip, was inducted into the service on Sept. 18, 1917, and trained at Camp Upton, L. I., in 152nd Depot Brigade, 77th Division, being later transferred to the 358th Engineers at Camp Merritt, N. J., from where he was transferred to the 304th Field Artillery at Camp Upton; then to the Signal Corps, Meteorological Division, Washington, D. C.; then to Aviation, Science and Research Division, Bureau of Aircraft Production, Washington, D. C. He was discharged from service at Camp Meigs, Washington, D. C.

Abel Jensen

of Islip, enlisted in the service on Nov. 30, 1917, and was sent to Camp J. E. Johnston, Jacksonville, Fla., for training. He left for France on Sept. 2, 1918, with August Automatic Replacement Company. He served in France until Aug. 15, 1919, when he left the Army of Occupation and sailed for America. He was discharged from service on Sept. 2, 1919.

Francis E. Ward

of Islip, enlisted in the 379th Motor Truck Company on June 3, 1918, and trained at Camp Upton, L. I. On October 27 he was transferred from Camp Upton to the Aviation Section of the Bureau of Standards, at Washington, D. C. He was discharged from service at Camp Meigs, Washington, D. C., on Jan. 14, 1919.

Robert McIntosh

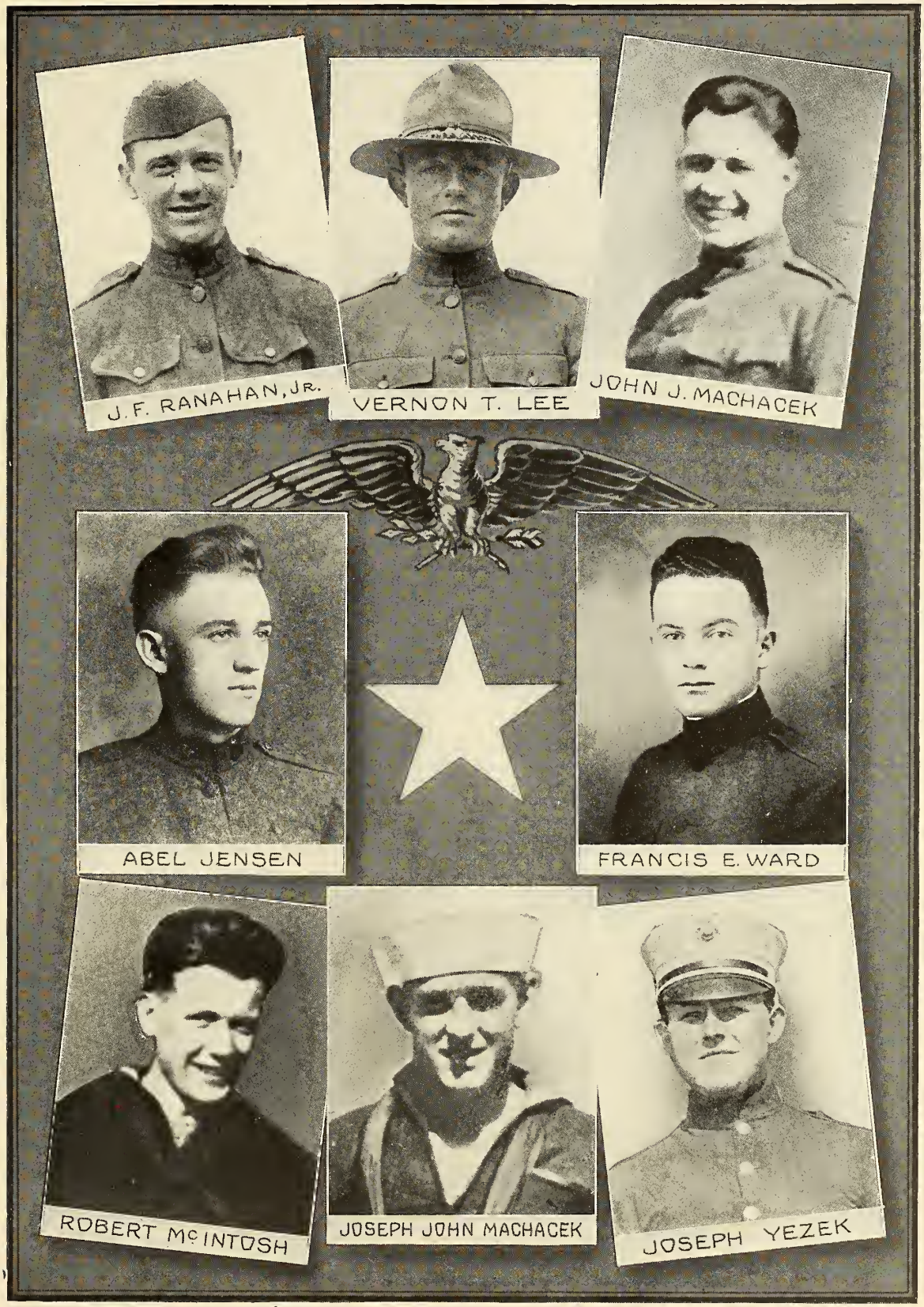
of Islip, enlisted in the U. S. Navy on April 14, 1917. Was discharged from service on Feb. 14, 1919. ((See Narrative page 140).

Joseph John Machacek

of Islip, enlisted in the U. S. Naval Reserve on April 3, 1918, and trained at U. S. N. T. S., Pelham Bay, from July 8 to Jan. 23, 1919. He served aboard the Transport U. S. S. Matsonia and Northern Pacific, making six round trips and landing at Brest, St. Nazaire and Bordeaux. He was transferred to the U. S. S. Chesapeake on Jan. 28, 1919, which was used for salvage and later was converted into a mine sweeper. He was sent to Brest, France, where his ship relieved the U. S. S. Favorite in July, 1919; was transferred to Mine Sweeping Force, in the North Sea Base at Kirkwall, in the Orkneys, Scotland; circled the British Isles twice, hitting Liverpool, London, Newcastle, Belfast, New Haven, Southampton, Milford Haven and Scapa Flow. Mine Sweeping was completed on Oct. 19, 1919. He was then sent to Brest, where he was transferred to the U. S. S. Mercury. He then returned and received his honorable discharge from service at Bay Ridge on Dec. 6, 1919.

Joseph A. Yezek

of Islip, enlisted in the U. S. Marines on Jan. 26, 1917. He trained at Paris Island, S. C.; then aboard the U. S. S. Minnesota. He did foreign service from Jan. 8, 1918, to July 25, 1919, in the A. E. F. and engaged in the following battles: Belleau Woods, Mohrbach Sector, St. Mihiel Offensive, Champagne Offensive, Meuse-Argonne Offensive, Army of Occupation and Germany (seven months). He was honorably discharged from service upon his return to America.


J.F. RANAHAN, JR.
VERNON T. LEE
JOHN J. MACHACEK
ABEL JENSEN
FRANCIS E. WARD
ROBERT McINTOSH
JOSEPH JOHN MACHACEK
JOSEPH YEZEK

William Adams

of East Islip, enlisted in the 104th Machine Gun Battalion of the 27th Division, and trained at Spartanburg, S. C. He served in France with his Battalion and served in the following engagements: Hindenburg Line (in vicinity of Bony), La Salle River (vicinity of St. Souplet), Joue de Mer Ridge, St. Maurice Stream, The Knoll, Guillemont Farm, Quennemont Farm, all in France; East Poperinghe Line in Belgium.

Joseph Stransky

of East Islip, was inducted into the service on Sept. 19, 1917, and trained at Camp Upton, L. I., in Company G, 302nd Ammunition Train, where he was appointed Corporal. He was then sent to Camp Merritt, where he served in Headquarters Company as Sergeant. He served at Camp Merritt until the time of his discharge from service, March 6, 1919.

Henry Stransky

of East Islip, enlisted in the U. S. Naval Reserve in Aug., 1917, at Bay Shore Naval Air Station. He trained for three months on the School Ship Granite State, located in New York. On Dec. 25, 1917, he was transferred to the U. S. S. President Grant, doing transport service. He made twelve trips from New York to Brest, France, transporting troops. During the time of his service aboard this ship he was made Coxswain. He received his honorable discharge from service in Nov., 1920.

Bayard Cushing Hoppin

of East Islip, enlisted on Aug. 27, 1917, at Plattsburgh and trained in Company G, 380th Infantry, 95th Division. He was discharged from the service on Dec. 14, 1918.

Warren C. Haff

of Islip, enlisted in the Aviation Section, Signal Reserve Corps on Nov. 11, 1917, and entered the U. S. School of Military Aeronautics at Cornell University as a student for a commission as Pilot. Graduated on Jan. 19, 1918, and was ordered to Ellington Field, Houston, Texas, to receive instruction in Flying. On April 23 he was commissioned Second Lieutenant, A. S. S. R. C., and was ordered to Langley Field, Hampton, Va., a Reconnaisance School for Observers, to drive Reconnaisance Planes. After a month there he was ordered to Talliafero Field, Fort Worth, Texas, an Aerial Gunnery School for Pilots. On Aug. 1, 1918, he was ordered to Selfridge Field, Mich., an Aerial Gunnery School for Observers to be a "Pilot Instructor." Discharged from service on Dec. 26, 1918, at Selfridge Field.

William George Silhan

of East Islip, enlisted on Oct. 8, 1915, in the Naval Training Station, Newport, R. I., where he trained for some time, being later transferred to the U. S. S. Dubuque and then to U. S. S. Pelican. He served aboard these ships during the war, their duty being Mine Sweeping.

Francis J. Drab

of Oakdale, was inducted into the service on May 29, 1918, and trained at Camp Upton, Camp J. E. Jackson and Camp Stuart in the 474th Motor Truck Company and 418th Motor Supply Train. He was made Corporal while at Camp Jackson. He served overseas with his outfit, supplying ammunition during the battles of Verdun, Argonne and Grande Pre. They handled men, food, guns and supplies; always in action up until the 11th of November, when he was sent to the 52nd Pioneers to haul salvage. After that he was sent to Buzancy, where their trucks were used in hauling, and loading the outfits which were being sent home. This he did until the latter part of Jan., 1919, later working with the 77th Division, getting them ready for their departure to America. He was taken sick overseas with influenza and pneumonia and was in the hospital for seven weeks. Upon his return to America he was sent to the Base Hospital at Camp Mills. He was discharged from service at Camp Upton, L. I., on May 19, 1919.

Thomas F. Hart

of Islip, enlisted in the Cavalry at Fort Slocum, N. J., on April 17, 1917, and trained there with E Troop of the 3rd Cavalry, being later transferred to Troop L of the 11th Cavalry at Fort Oglethorpe. With this troop he went to San Fridro, Cal., doing guard on the Mexican Border of Lower California from Jan. 1, 1917, to June 17, 1920, when he was discharged. Mr. Hart was reinstated in the service and was on the expedition which searched for the missing aviators, Lieutenants Waterhouse and Connelly, who were later found dead in Lower California.

WILLIAM ADAMS
JOSEPH STRANSKY
HENRY STRANSKY
BAYARD CUSHING HOPPIN
WARREN C. HAFF
WILLIAM GEORGE SILHAN
FRANCIS J. DRAB
THOMAS F. HART

Albert Greenhalgh

of Bay Shore, enlisted on June 26, 1917, in Company K of the 106th Infantry, being later transferred to Headquarters Company. He trained two months at Van Cortlandt Park and ten months at Spartanburg, S. C., where he was transferred to the 104th Machine Gun Battalion of the 27th Division. He served overseas with his regiment, taking part in the Battle of Mount Kemmel and in the breaking of the Hindenburg Line; also in the capture of St. Quentin Canal. Returning to America, he received an honorable discharge from service at Camp Upton, L. I., on April 3, 1918.

Walter Theodore Ackerly

of Bay Shore, enlisted on May 26, 1917, at Fort Jay, New York. He qualified as Sergeant and was sent to Camp Upton, L. I., on July 9, 1917, where he served in the Motor Transport Corps. In Oct., 1918, he was transferred to Camp Sherman, Ohio, in Provision Company A, 320th Supply Train, 95th Division, where he served until Dec. 16, 1918, when he received his honorable discharge from service.

John H. Wicks

of Bay Shore, enlisted in the Naval Aviation Corps in July, 1916, and trained at the Naval Air Station at Pensacola, Fla.; at Brunswick, Ga.; at Bay Shore, New York, and at Key West, Fla. He was honorably discharged as a qualified aviator at Key West, Fla.

Robert F. Whitlock

of Bay Shore, enlisted in the 102nd Supply Train, Company F, 27th Division. He served overseas with his Division, being transferred to the First Battalion Transport, 108th Infantry Truck Train and serving in France with his Division until the end of the war.

Daniel S. Whitlock

of Bay Shore, enlisted in the 102nd Supply Train, Company F, 27th Division. He served overseas with his Division, being transferred to the First Battalion Transport, 108th Infantry Truck Train and serving in France with his Division until the end of the war.

Martin J. Connellan

of Bay Shore, was inducted into the service at Camp Upton, L. I., on May 29, 1918, and trained at Camp J. E. Johnston, Jacksonville, Fla. He sailed for France in Aug., 1918, and served there with the Motor Truck Company, 472nd Supply Train. He fought in the Battle of St. Mihiel and Meuse-Argonne Offensive. Also served with the Army of Occupation in Germany. He received an honorable discharge from service on July 3rd, 1919.

Edwin M. Connellan

of Bay Shore, enlisted on Dec. 14, 1917, in the Ordnance Department at Fort Slocum and trained at Camp Upton, L. I. He sailed for France on March 29, 1918, and served there with the 302nd Mobile Ordnance Repair Shop, 77th Division. He served in the Baccarat Sector, Vesle Sector, Oise-Aisne Offensive and Meuse-Argonne. He received an honorable discharge from service at Camp Mills, New York, on May 9, 1919.

William E. McCaffrey

of Bay Shore, enlisted on April 10, 1917, at Fort Slocum, New York, and was sent to the 5th Field Artillery, Battery B. He was later transferred to 18th Field Artillery, Battery B, 3rd Division, on June 1, 1917. He sailed for France on Feb. 4, 1918, where he fought with his Division and served in two major engagements: battles of River Marne and Chateau Thierry, under French command. He was wounded in the right arm and badly gassed at Chateau Thierry on July 27, 1918. He was in a hospital in France for fourteen months and upon his return to America was in the hospital at Fort McHenry, Baltimore, Md. He received an honorable discharge from service on Aug. 14, 1919, at Camp Dix, N. J.

ALBERT GREENHALGH
WALTER T. ACKERLY
J. H. WICKS
ROBERT F. WHITLOCK
DANIEL S. WHITLOCK
MARTIN J. CONNELLAN
EDWIN M. CONNELLAN
WILLIAM E. McCAFFREY

Frank Stanley Hubbard

of Bay Shore, enlisted in Company A, 320th Supply Train, 95th Division, and trained at Camp Upton, Long Island. He later trained at Camp Sherman, Ohio, from where he was discharged from the service on Dec. 14, 1918.

Charles Sheldon Hubbard

of Bay Shore, was inducted into the service on Sept. 22, 1917, and trained at Camp Dix, New Jersey, in the Second Engineers Train, Second Engineers, Second Division. He served overseas in the following operations: Verdun, Aisne Defensive, Aisne-Marne, St. Mihiel Offensive, Champagne French Offensive, Blanc Mont; Meuse-Argonne Offensive, Landres et St. George to Beaument; en route to Block Heimback, Germany, Army of Occupation. He was discharged from service on Aug. 13, 1919. After his discharge Mr. Hubbard received word that he had been commissioned 2nd Lieutenant.

Thomas R. Bailey

of Bay Shore, enlisted in the United States Navy on April 2, 1917, and trained at Pelham Bay. He later served aboard the U. S. S. Manchuria, transporting troops to France. After training in various camps in France, England, Ireland and Scotland, he left for America on the Imperator. Arriving in America, he was taken ill and spent three months in a hospital; was then sent to Bay Ridge Training Station, from where he was discharged from service on July 31, 1919. Previous to his enlistment in the Navy, Mr. Bailey had enlisted in the 23rd Regiment of the 27th Division, but was released from this enlistment to join the Navy.

Hugh A. Melton

of Bay Shore, was inducted into the service in October, 1917, and was sent to Camp Upton, Long Island, where he trained in Company E, 32nd Ammunition Train, until he went overseas, in April, 1918. He served with his division in France, returning to the United States in May, 1919, being honorably discharged from service at Camp Upton.

Malcolm Reventlow

of Bay Shore, enlisted in the United States Navy on April 16, 1917, and trained at Pelham Bay. He later served aboard the U. S. S. George Washington and trained at the U. S. Naval Air Station at Paulliac, France. He was honorably discharged from service on Feb. 18, 1919.

Eugene E. Costello

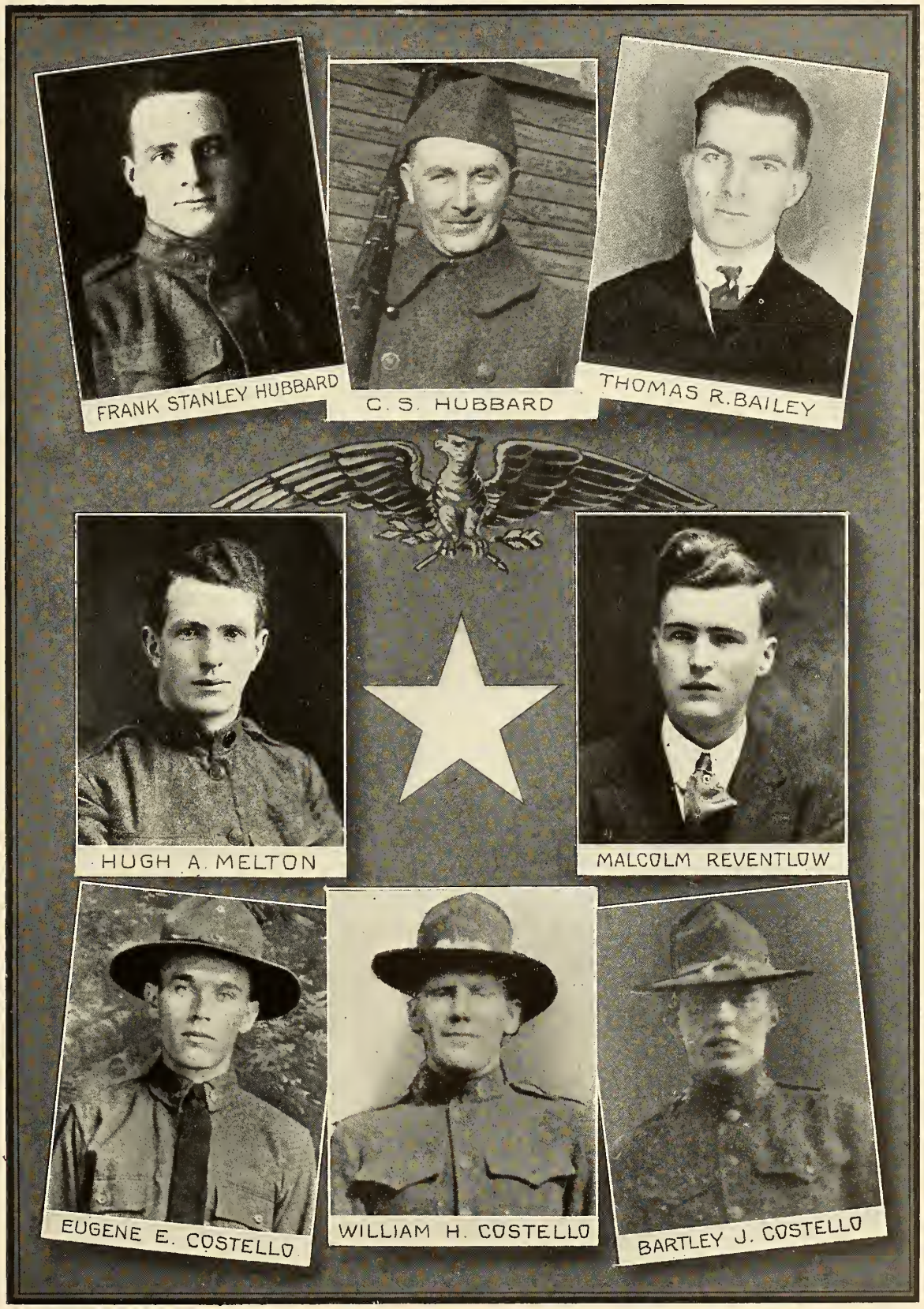
of Bay Shore, was inducted into the service in September, 1918, and sent to Camp Upton. He was later sent to Camp Jackson, South Carolina, with the Quartermaster's Department, where he was made Corporal. He served at Camp Jackson until March, 1919, when he was sent to Camp Upton, where he received his discharge from the service.

William H. Costello

of Bay Shore, was inducted into the service and trained at Camp Upton, Long Island, with the 307th Infantry, 77th Division. He sailed for France in March, 1918, where he fought with his division, taking part in the battles of Lorraine, Soissons, Vesle River. He was wounded in the right arm by shrapnel. After the battle of Lorraine he was promoted to Corporal. Upon his return to the United States he was in the Lakewood Hospital for some time, being later transferred to the Convalescent Hospital at Camp Dix, from where he was discharged from service in April, 1919.

Bartley J. Costello

of Bay Shore, was inducted into the service in September, 1918, and sent to Camp Upton, where he trained with the 305th Regiment of the 77th Division. He sailed for France in April, 1918, where he served in the operations in the Baccarat Sector, being promoted to Corporal. He also took part in the battles of Vesle River, Oise, Aisne, Meuse, and the Argonne. Upon his return to the United States he was sent to Camp Upton, Long Island, where he received his discharge from the service on July 1, 1919.


FRANK STANLEY HUBBARD
C. S. HUBBARD
THOMAS R. BAILEY
HUGH A. MELTON
MALCOLM REVENTLOW
EUGENE E. COSTELLO
WILLIAM H. COSTELLO
BARTLEY J. COSTELLO

Charles Wenzel Frieman

of Bay Shore, volunteered and was called to service on Sept. 8, 1917, at Camp Upton, Long Island, in the 306th Infantry, 77th Division. He sailed for overseas on April 15, 1917, landing at Calais, where they trained with the British for two months. They then took over the Baccarat Sector in Alsace-Lorraine, which they held for two months, and they were then relieved by another American Division. They then proceeded along the Vesle River Sector to Aisne, where they were relieved by an Italian Division. They then moved to the Argonne and reached there on Sept. 25, one day before the eventful battle, where they remained in action until the signing of the armistice.

Joseph W. Porkorney

of Bay Shore, was inducted into the service on Oct. 8, 1917, at Camp Upton, where he served in Company B, 320th Supply Train. He was made Corporal on Nov. 24, 1917, and transferred to Camp Sherman, Ohio, where he served until Dec. 14, 1918, when he was discharged from the service.

Lyman William Fawcett

of Bay Shore, volunteered and was installed in the service on March 12, 1918, and trained aboard the U. S. S. Leviathan, in 3rd Division on ship. He was on the Leviathan from March, 1918, to June 13, 1919.

Harry Russel Kirkup

of Bay Shore, was inducted into the service and trained in Company G of the 305th Infantry, 77th Division, at Camp Upton, Long Island. He left America and arrived in Liverpool, England, on April 12, 1918. He trained with the 38th Division of the British Army in Flanders until June 12, 1918, and then served in the Baccarat Sector of Alsace-Lorraine for two months. He served in the Vesle Sector until Sept. 6, 1918, when he was gassed due to the explosion of a mined German dugout. He was blind for two weeks and at the end of that time was discharged from A. R. C. Hospital No. 5, fully recovered. He was discharged from service at Camp Upton in May, 1919.

Floyd William Menzel

of Bay Shore, enlisted at Bay Shore Naval Air Station on June 19, 1917, as Carpenter's Mate, 3rd class. He was promoted to grade of quartermaster in November, 1917. He was transferred to Naval Air Station at Key West, Florida, on Dec. 17, 1917; promoted to rank of Ensign in February, 1918, receiving his Aviator's Certificate at the same time. He later served at Naval Air Station at Miami, Florida, and at Naval Air Station at Pensacola, Florida, and also at Naval Air Station at Hampton Roads, Virginia. He was released on inactive duty on Feb. 12, 1919.

Tremaine Hulse

of Bay Shore, enlisted in the United States Navy on May 17, 1917, and served as a Radio Operator; also served aboard ship, doing convoy duty, and on the U. S. S. South Pole. He served overseas, doing his Radio work aboard ships.

William C. Scharf

of Bay Shore, was inducted into the service on May 5, 1918; sent from Camp Upton to Camp Greenleaf, near Chattanooga, Tenn. In June he was transferred to Skeleton Organization (Base Hospital No. 80) and was later sent to Camp Wheeler for hospital training. In July he was put in Carrel Dakin Laboratory to learn how to make the Dakin Solution, which was used by all armies to clean infected wounds. He was made Corporal in August. While home on furlough he was called back to camp only to find that they had been ordered to Camp Upton, therefore traveling over two thousand miles to get from Bay Shore to Camp Upton, Long Island. He sailed for France, arriving at Brest on Sept. 29, and proceeding to their destination at Dijon, where they worked strenuously until they had the hospital there running in first-class manner. This was at the time of the advance of the Allies and trainload after trainload of wounded were carried in continuously; their work increasing after the signing of the armistice, as patients from other hospitals were sent there. Upon his return to America he was mustered out of service at Camp Upton on June 3, 1919.

John J. Ford

of West Islip, was inducted into the service on Oct. 10, 1917, and trained in the 82nd Division, 307th Ammunition Train. He left for France on June 19, 1918, and served in the following engagements: Toul, St. Mihiel, and Argonne. He was discharged from service at Upton upon his return to America.

CHARLES W. FRIEMAN
JOSEPH W. PORKORNEY
LYMAN W. FAWCETT
HENRY RUSSEL KIRKUP
FLOYD WILLIAM MENZEL
TREMAINE HULSE
WILLIAM C. SCHARF
JOHN J. FORD

Raymond Grier Sheridan

of Bayport, enlisted as a Cook, 2nd Class, in the United States Naval Reserve Force on Feb. 17, 1918. He served aboard the U. S. S. Indiana.

Irving G. Somerindyke

of Sayville, enlisted at Mineola Aviation Field on Oct. 6, 1918, and was stationed at Hazelhurst Field, from where he received an honorable discharge from the service.

George H. Mantha

of Sayville, was inducted into the service on Sept. 5, 1918, and trained in the 1st Regiment Field Artillery at Camp Jackson, South Carolina, and Camp Hill, Virginia. From Camp Hill he was shipped overseas, but when he was half way over the armistice was signed and the ship returned to its starting place and he was discharged from service.

John Francis Sheridan

of Bayport, enlisted in the U. S. N. R. F. in June, 1918, and served as Machinist Mate, 1st Class, at United States Experimental Station, New London, Conn.

Roy H. Smith

of Blue Point. When war was declared with Germany he was stationed aboard the U. S. S. New York as radio operator. He served aboard that ship until she left for European waters. He was transferred on Nov. 22, 1917, to Armed Guard Detail, U. S. N., and detailed with two others as electrician in charge of the S. S. Florence H. They left for Halifax, where their ship was slightly damaged by explosion of French munition ship. They left Halifax in convoy of 45 ships on Dec. 11. On Dec. 27 they sighted a submarine and were saved from being torpedoed by a British patrol boat sinking the submarine. Arrived in France and started their return trip, the second night out coming in contact with submarine. Their ship was hit by shell but no damage done; submarine driven off by gun fire. He was later transferred to the U. S. S. Stewart and later to the U. S. S. Covington for transportation of troops back to America. He served on convoy duty during all this time. See Narrative.

Leroy Randolph Flynn

of Sayville, enlisted in the United States Navy on Feb. 1, 1918; was stationed at Naval Training Station, Newport, Rhode Island, and was later transferred to U. S. Naval Radio School at Harvard University, Cambridge, Mass. He graduated as Electrician, 2nd Class Radio, and was then sent to the N. T. S. at St. Helena, Norfolk, Va., for assignment. He was assigned to S. S. Jan Van Nassau and sailed from Norfolk with English convoy for Brest, returning to Baltimore in December, 1918. He was transferred to S. S. Nairva (U. S. S. B), which sailed from Norfolk, going to La Pauillic, St. Nazaire, Brest, and returning to Norfolk. He was discharged from service at Hampton Roads, Va., on Oct. 1, 1919.

Albert Kovanda

of Bohemia, enlisted in the United States Navy on June 24, 1918, and trained at Charleston, South Carolina N. T. S. He served at Buffalo, Great Lakes and Bay Ridge Naval Training Stations. He was discharged from service on Aug. 23, 1919.

Anton S. Thuma

of Bohemia, was inducted into the service on Oct. 28, 1917, and trained at Camp Stewart, Va., in Company M, 4th United States Infantry, 3rd Division. He served overseas from April 6 1918, to Aug. 28, 1919. He was appointed Corporal on June 2, 1918. He engaged in the following battles: Games and N. E. of Rheims, Marne Sector, Champagne-Marne, Aisne-Marne, St. Mihiel, and Meuse-Argonne. He also served in the army of occupation in Germany.

RAYMOND G. SHERIDAN
IRVING G. SOMERINDYKE
GEO. H. MANTHA
JOHN F. SHERIDAN
ROY H. SMITH
LEROY R. FLYNN
ALBERT P. KOVANDA
ANTON S. THUMA

Jules De Graff

of Sayville, was inducted into the service on Sept. 28, 1917, and served in Company B, 14th Supply Train, at Camp Upton, New York. He was honorably discharged from service on Feb. 3 1919.

Alfred Edward Frieman

of Bayport, enlisted on Dec. 7, 1917, and was installed in Military School of Aeronautics, Princeton University, New Jersey; Kelly Field, San Antonio, Texas. He was commissioned 2nd Lieutenant in the U. S. Air Service. He received his honorable discharge from service on Jan. 4, 1919, at Lake Chanler, La.

Eugene Clayton Weeks

of Bayport, was inducted into the service and installed in Company L, 307th Infantry, on Sept. 29, 1917. He later served in Company I, 128th Infantry, Company L, 128th Infantry, and Field and Staff, 128th Infantry. He served overseas with the 77th Division until July 15, 1918, when he left this regiment at the front line (at St. Maurice and St. Pol Lorraine), and joined the 33rd Division at Moulin-au-Bois, near Albert, France. His division was part of General Mangin's 10th Army, northeast of Soissons. He was in the Argonne for twenty-one (21) days continuously, his division breaking the Kriemhelde Stellung, capturing Romagne sous, Montfaucon, etc. He was made Corporal on Nov. 1, 1917; sent to Officers' Training School on Jan. 1, 1918; was made Sergeant on April 1, 1918, and 2nd Lieutenant on Oct. 4. He was made Captain on March 19, 1919. He received an honorable discharge as Captain of the United States Army on July 8, 1919.

Emile P. Antos

of Sayville, was inducted into the service on Sept. 4, 1918, and served as a Private in C. A. C. School Detachment at Fort Monroe, Virginia. At the time the armistice was signed they were forming the 33rd C. A. preparatory to going overseas. He was honorably discharged from the service on Dec. 26, 1918.

Benjamin F. Broere

of Sayville, was inducted into the service on Dec. 5, 1917, and trained at Camp Upton in Company A, 302nd Engineers, 77th Division. He served overseas with his regiment, being attached to the English forces in Northern France for two months when he was ordered to the Alsace front with the American forces and remained in the American Sector. He received several shrapnel wounds at Vaux Cere on Sept. 5 while building bridges for our infantry. He spent the rest of his time in France in a hospital. He received an honorable discharge from service on Jan. 29, 1919.

Frank Yonda

of Sayville, enlisted in the 31st Coast Artillery on Oct. 4, 1918, and served in that branch until the date of his discharge from the service—Dec. 4, 1919.

Daniel C. Downs

of Sayville, enlisted in the 10th Company, 20th Engineers, on Sept. 17, 1917. He left the United States on Feb. 28, 1918, and served in France with his regiment, returning to America on June 1, 1919. He was discharged from service on June 10, 1919.

Charles E. Byrne

of Brentwood, enlisted in the U. S. N. A. F. as Seaman on May 24, 1918, and trained at Naval Training Station, Newport, R. I. About Sept. 1 he was transferred to Naval Patrol Base at New Bedford, Mass., where he did patrol and guard duties, was schooled in the art of ordnance and gunnery and other subjects. When the armistice was signed the boys of the base got up a minstrel show in which Mr. Byrne took the part of a charming chorus lady. Quite a sum was realized from their performances, which went toward entertaining the wounded men who were returning from overseas. He was discharged at Newport, R. I.

JULES F. DE GRAFF
ALFRED EDWARD FRIEMAN
EUGENE CLAYTON WEEKS
EMILE P. ANTOS
BENJAMIN F. BROERE
FRANK YONDA
DANIEL C. DOWNS
CHAS. E. BYRNE

Thomas A. Cerveny

of Islip, was inducted into the service on May 29, 1918, and trained in 1st R. A. P. Company at Camp Raritan, New Jersey. He received his honorable discharge from the service on March 15, 1919, at Camp Raritan.

Grayum Hall Cook

of Brentwood, enlisted in the United States Naval Reserve Force as Seaman, 2nd Class, on Aug. 8, 1918, and was called into active service on Sept. 15, 1917, and sent to Great Lakes Naval Training Station, Illinois, to train. He later trained at Hampton Roads, Va., where he was assigned to the U. S. S. Madawaska. He was discharged from service at Hampton Roads, Va., on Jan. 9, 1919.

Charles Messick

of Brentwood, enlisted in Naval Reserve as Lieutenant (J. G.) and was called to active service during the first month of the war. He was detailed as Commandant of Brooklyn Navy Yard to the Naval Consulting Board of the United States at the request of the Secretary of the Board for Special Duty in the examination of inventions at the secretary's office, 15 Park Row, New York City. The work consisted in the examination of all inventions submitted to the Navy Department. His training consisted of professional civilian experience as a patent attorney and expert and of previous service in New York Naval Reserve. He remained attached to the Naval Consulting Board throughout the war as senior examiner of inventions, of committee of examiners of the board. He volunteered for combatant services, but his request was refused on the ground that his training fitted him for the special work upon which he was detailed. He was later promoted to Senior Lieutenant and transferred to Class Six of Naval Reserve, which consists of Engineers and Technologists. He conducted a research in aeroplane propeller vibration and subsequently a research in aerial acoustical fog signals. Records of both researches will be found in offices of the board at Washington, D. C.

Hildreth Eugene Rhodes

of Great River, enlisted in service in March, 1918, and served in the Bridgehampton Coast Guard Station No. 70 until the date of his discharge from service in January, 1920.

Malcolm McBurney

of East Islip, was called to duty on June 1, 1917, and trained at Fort Benjamin Harrison, Indianapolis, Ind. His service consisted in laboratory work at the Base Hospital. He served with rank of Captain at Camp Upton, Long Island, from Oct. 1 to Dec. 21, 1918, on which date he was discharged from the Army.

David B. Levy

of East Islip, was inducted into the service on Oct. 8, 1917, and trained at Camp Upton, Long Island, in Sanitary Train Field Hospital No. 306. He later served in Motor Truck Company 361, M. S. Train No. 7, Winchester, England, and Company 306, M. T. S.; train 402, Repair Unit 310, M. T. C. He served one year in France in overhauling parks and doing reconstruction work. He served in the Army of Occupation in Germany for ten months, at Coblenz.

Samuel Levy

of East Islip, enlisted in service on March 8, 1918, and trained at Pelham Park, New York. He served with the Mine Laying Fleet in the North Sea from May, 1918, to December, 1918. He was released from active duty on Jan. 10, 1919.

Joseph F. Kroupa

of Islip, was inducted into the service on Sept. 17, 1917, and trained at Camp Upton, Long Island. with the 77th Division, being later transferred to the Ordnance Department, Aberdeen Proving Ground, Maryland, where he served until his discharge from service on March 7, 1919.

THOMAS A. CERVENY
GRAYUM HALL COOK
CHARLES MESSICK
HILDRETH E. RHODES
MALCOLM McBURNEY
DAVID B. LEVY
SAMUEL LEVY
JOSEPH F. KROUPA

Russell W. Thomas

of Bay Shore, enlisted at Babylon on April 6, 1917, the day the war was declared, as a Third Class Carpenter's Mate, and on Aug. 10, 1917, was ordered to report to the Mine Sweeping Division, Section Base No. 8, Tomkinsville, S. I. As this base was just being opened, he was detailed to do miscellaneous duties about the barracks and officers' quarters. He was later put in charge of repairing of mine sweepers. He was released from service on June 14, 1918, as Chief Carpenter's Mate.

Fred J. Kuhlmeier

of Bay Shore, enlisted in the U. S. Marine Corps on April 29, 1918, and was sent to Paris Island, S. C., for training. He remained at this station until the date of his honorable discharge from the service, April 15, 1919.

Stephen Kabatnik

of Bay Shore, was inducted into the service on June 5, 1918, and trained at Camp Joseph E. Johnston, Jacksonville, Fla. He served with the Shoe Repair Unit of the Salvage Division No. 1, until the time of his discharge from service, March 11, 1919.

John Archibald Hartung

of Bay Shore, was inducted into the service on Oct. 8, 1917, and sent to Mineola, where he served in the 200th Aero Squadron. He sailed for France on Oct. 20, 1917. Upon arrival at Brest, they proceeded to Tours, where they underwent intensive training for several months. He received the rank of Corporal in Nov., 1917, and of Sergeant in May, 1918, and Sergeant First Class in July, 1918. He was honorably discharged from service at St. Aignau, France, on Jan. 29, 1919, at the request of the American Red Cross to join the Balkan Relief Commission. He served with the rank of Lieutenant in this Commission, doing relief work in Italy.

Olin Davis

of Bay Shore, enlisted on July 22, 1918, at Bay Shore Naval Air Station and served there and at Brunswick, Ga., during the period of the war.

Thomas Komroski

of Bay Shore, was called to service and sent to Camp Upton in May, 1918. He was later transferred to Edgewood Arsenal, Md., to the Chemical Warfare Manufacturing Plant, serving on guard duty until the time of his discharge, May 3, 1919.

Charles L. Grampp

of Brightwater, enlisted in the U. S. Aviation Corps in Dec., 1917, and trained at Kelly Field, Texas, Hancock, Ga., and at Camp Merritt. He sailed for France in March, 1918, where he served for fifteen months with the French. He was honorably discharged from service in June, 1919, at Camp Lee, Va.

Alvin H. Rossuck

of Bay Shore, was inducted into the service on Aug. 5, 1918, and trained at Fort Slocum, New York, and at Camp McClellan, Alabama. He served as Private in the 2nd Caisson Company of 9th Ammunition Train, 9th Division, and as First Sergeant of the School for Bakers and Cooks. He was honorably discharged from service on April 6, 1919.

RUSSELL THOMAS
FREDERICK J. KUHLMEIER
STEPHEN KABATNIK
JOHN HARTUNG
OLIN DAVIS
THOMAS KOMROSKI
CHARLES GRAMPP
ALVIN H. ROSSUCK

James Arthur Cochrane

of Bay Shore, enlisted at Brooklyn in the U. S. Naval Reserve Forces on June 18, 1918, as Commissary Steward. He trained at Commissary School until Sept. 25, 1918, when he was transferred to the U. S. S. Merchant and detailed on guard duty at New York Harbor. On Jan. 16, 1919, he was made Chief Commissary Steward and transferred to the transport U. S. S. Santa Rosa, on which he was made Senior Steward. He made a number of trips across carrying troops back to Boston, Philadelphia and New York. Mr. Cochrane was released from active service on Oct. 27, 1919.

Frank A. Page

of Bay Shore, enlisted on July 28, 1917, in the U. S. Aviation Corps and was sent to Cornell Ground School. After graduating from this course, he was sent to train with the British at Fabiferro Field, Texas. Here he received instructions under the direction of Captain Vernon Castle. He was commissioned Second Lieutenant on Feb. 28, 1918, and transferred to Garden City; did patrol duty on the coast between Fire Island and Sandy Hook. In June he sailed on the Mauretania for France. After receiving further instructions at Issondua and St. Jean De Mott, he was assigned to the 60th Aero Squadron for contact duty. His plane was brought down in the Argonne Forest on Oct. 14, 1918, and he received severe head injuries from the fall. After numerous transfers to various French Hospitals, he arrived at New York on Dec. 24, 1918. After three weeks at Camp Merritt he was sent to Lakewood, N. J., for treatment. In May, 1919, he was transferred to Walter Reed Hospital, Washington, D. C. After many operations, which resulted in a great improvement, Mr. Page was discharged from service, April 15, 1920.

Andrew Edward Ehrler

of Bay Shore, enlisted in the 12th Company, 152nd Depot Brigade, on June 1, 1918, and trained at Camp Upton, being later transferred to Headquarters Company, 152nd Depot Brigade, July 16, 1918, and sent to Camp Personnel Adjutant, from where he received his discharge from service, Nov. 5, 1918.

Paul Volles

of Bay Shore, enlisted at Newport News in the U. S. Navy, being later transferred to Philadelphia. He served here until the date of his discharge from service, March 22, 1919.

Dunbar Burchell Adams

of Bay Shore, was called into service at Camp Upton on Sept. 28, 1917, and trained there in the 152nd Depot Brigade, 77th Division, until Jan. 14, 1918, when he was transferred to Washington, D. C., in the Ordnance Department. He later made the following transfers: On Feb. 20, to Winchester Rifle Plant, New Haven, Conn.; on April 6, 1918, to U. S. Proving Grounds, Aberdeen, Md.; on May 6, to Medical Corps and sent to Gas Defense Service Plant, Long Island City. He was ordered overseas on Aug. 21, 1918 and sailed on U. S. S. Baltic, arriving at Liverpool. While overseas he touched Southampton, Le Havre, etc. Later he was attached to the 40th, or "Sunshine Division" as Division Gas N. C. O. and Gas Instructor; took course of training at Gas School at Chatillon Sur Seine and at Haulon Fie Field. He did this duty until his return to U. S. Upon his return to this country he was sent to Camp Upton, from where he received an honorable discharge from service, Feb. 6, 1917.

Charles S. Chase

of Bay Shore, enlisted on June, 1917; commissioned Second Lieutenant in Veterinary Corps, on Aug. 8, 1917. He served on Purchasing Board for Public Animals in Eastern Purchasing Zone, and as Post Veterinarian at Fort Myers, Va. Received military training at M. O. T. C. at Camp Greenleaf, Chickamauga Park, Ga. After which he was appointed First Lieutenant, June 21, 1918, and ordered to Camp Cody, Deming, N. M., as Camp Veterinarian, 97th Division. He was honorably discharged from service on Dec. 17, 1918, with rank of Captain.

Charles S. Chase, Jr.

of Bay Shore, enlisted in Dec., 1916, at Fort Slocum, New York; was ordered into active duty in March, 1917, and sent to Curtiss Aviation School at Miami, Fla., as Sergeant First Class. In May, 1917, he was ordered to Cornell University, Ithaca, New York, for intensive training in aerodynamics, radio-telegraphy, astronomy, etc. Graduated after eight weeks, and ordered to Selfridge Field, Mt. Clemons, Mich., to finish flying. In Sept., 1917, he was commissioned First Lieutenant and made Instructor in Aviation. In Nov., 1917, he was ordered to Ellington Field, Houston, Texas, in charge of Artillery Observation class, later training cadets in acrobatics and bombing. He was honorably discharged from service at Ellington Field, Feb. 1, 1919.

John Crawson

of Bay Shore, was inducted into the service in Dec., 1918, and trained at Camp Upton for about three months, being then sent to Plattsburg Officers' Training School. After three months there, he was sent overseas, where he was later attached to the 27th Division. He was later transferred to Construction Battalion, Signal Service. Upon his return to America, he was honorably discharged from service at Camp Dix, Dec. 16, 1919.

JAMES COCHRANE
FRANK A. PAGE
ANDREW EHRLER
PAUL VOLLES
DUNBAR B. ADAMS
CHARLES S. CHASE
CHARLES S. CHASE JR.
JOHN CRAWSON

Charles Rumplik

of East Islip, was inducted into the service on Oct. 2, 1918, and trained at Fort Slocum in the 4th Company Recruit during the period of his enlistment. He was honorably discharged from service at this camp on Dec. 10, 1918.

Herman H. Sonnenstuhl

of East Islip, was inducted into the service on April 28, 1918, and trained at Camp Upton for two months, from where he proceeded to France with the 301st Field Artillery Medical Detachment, 76th Division, where he served for seven months. He was wounded while serving as a motor cycle dispatch rider in the Toul Sector. While in France he was raised to First Class Private. He was honorably discharged from service on Jan. 18, 1919.

Otto Sulima

entered the Navy as Boatswain's Mate on May 8, 1917, and was stationed on board the U. S. S. C. No. 25, being on board at the time she caught fire at sea. They had a running fight with a submarine at night at Delaware Breakwater. Mr. Sulima was with Convoy that escorted the German Fleet into the Scapa Flow from Kiel, Germany.

Anton Krsnak

enlisted in Machine Gun Company of the 348th Regiment on June 24, 1918, and served in France with his regiment. Connected with the 87th Division from Aug. 20, 1918, to March 3, 1919.

Joseph Krsnak

of Sayville, was inducted into the service in Oct., 1917, and served with the 302nd Engineers of the 77th Division. He left the United States in March, 1918, and took part in the following operations: Battle of Argonne Forest, Meuse, and Vesle. He was slightly gassed during action. He was made Corporal during his service in France.

Frank Svec

of Sayville, was inducted into the Army on Sept. 19, 1917, and trained in the Infantry at Camp Upton, 307th Regiment, Company H, and later at Camp Gordon, Ga. In the latter camp he served with the bakery at Camp 358. He was honorably discharged from service on Sept. 16, 1919.

Frank Liskovec

of Sayville, enlisted on May 28, 1918, at Sayville, L. I., and was sent from there to Fort Slocum, New York. Here he remained until July 6, when he was transferred to Camp Hancock, Ga., and attached to the 38th Company, Machine Gun Centre, 4th Group. In September he sailed for France with the casuals. In France he was attached to the 148th Machine Gun Battalion, Company D, 41st Division, but he did not get to the front, as the Armistice was signed before their regiment saw action. In July, 1919, Mr. Liskovec returned to the United States.

Harry Herman Verity

of East Islip, was inducted into the service and served as cook and baker at Camp Upton for three months, being discharged from service at that camp.

CHARLES RUMPLIK
HERMAN H. SONNENSTUHL
OTTO SULIMA
ANTON KRSNAK
JOSEPH F. KRSNAK
FRANK SVEC
FRANK LISKOVEC
HARRY H. VERITY

Adolph J. Reylek

of Sayville, enlisted as Seaman, First Class, in the United States Naval Reserve Force on April 13, 1917, and trained at Base No. 5 at West Sayville. He was ordered to take charge of S. P. 343, known as U. S. S. Nemesis, where he remained until his discharge, Jan. 30, 1919.

Henry Clark Coe

of Bay Shore. Colonel, Medical Corps, U. S. A. Served at St. Mihiel, Chateau Thierry and Meuse-Argonne. Has three sons, all of whom were volunteers in the service during the period of the war. (See Sketch.)

Arthur Paul Coe

of Bay Shore. He went to France in May, 1917, at the end of his sophomore year at Williams College to join American Ambulance. In September, 1917, he enlisted in the U. S. Ambulance Corps, in which he served until Aug. 19, 1919, when he entered the Artillery School at Somme. He was with the Ambulance Corps at Verdun, Mount Faucon, and was decorated with the French Croix de Guerre for bravery. Mr. Coe was gassed several times but received no serious wounds. He was commissioned 2nd Lieutenant, 346 F. A., two weeks before the signing of the armistice. In camp at several places in France. He returned to the United States in July, 1919, and was discharged from service in August, 1919.

Henry Clark Coe, Jr.

of Bay Shore, enlisted in June, 1917, in Section 580 of the United States Ambulance Corps at Allentown, Pa., where he trained until January, 1918. While overseas he was at the French front, where he remained in active service under French officers until the time of the armistice. At this time the captain called for volunteers and he volunteered to serve as the Company Cook. He did not evade active duty on the ambulance at any time but being needed, stuck to his job. He was cited and received the Croix de Guerre for "Unusual Coolness in Action." He returned to the United States in June and was honorably discharged and accepted a position in the General Motors Company as Inspector and Assistant Superintendent.

Fordyce Barker Coe

of Bay Shore. Attended and completed successfully the first Citizens' Training Camp at Plattsburg, N. Y., from Aug. 8 to Sept. 6, 1915. In Company M 1st Kansas Infantry U. N. G. Service in that organization on the Mexican border at Eagle Pass and San Antonio, Texas, from July 9, 1916, to Oct. 1, 1916. He was mustered out of Federal Service at Fort Riley, Kansas, on Nov. 1, 1916. Promoted to Corporal in Company M. 1st Kansas Infantry, Feb. 12, 1917. Called into Federal Service April 6, 1917, at the call of the President. Transferred to Company M 137th Infantry, 35th Division, 69th Brigade, Oct. 1, 1917, at Camp Domphan, Fort Sill, Oklahoma. He successfully completed N. C. O.'s school for the brigade in bombing and bayonet attack. He was recommended for and attended the Divisional Training School for Officers. Was returned to former company and on detached service pending commission. He was transferred to 35th Division Casual Detachment on Telegraph Instructions from A. G. O., dated Washington, D. C., April 21, 1918, and held at Camp Mills, Mineola, N. Y., during which time he served as a clerk and Supply Sergeant with the Casual Detachment. He was honorably discharged from the U. S. N. Guard, 35th Division, Casual Detachment, on July 9, 1918, at Camp Mills, Mineola N. Y., for the convenience of the Government to accept a commission as 2nd Lieutenant, Q. M. C., N. A., per telegraphic orders from A. G. O., dated Wahington, D. C., July 8, 1918. He was then assigned to Troop Movement, office at Headquarters P. of S., Newport News, Va., assisted in the handling of outgoing and incoming troops and invalid soldiers both by rail and water. Twice recommended for promotion to 1st Lieutenant, but the signing of the armistice interfered with the same. He was honorably discharged as 2nd Lieutenant, Q. M. C., U. S. A., at Camp Upton, on Sept. 25, 1919.

John Kelly

of Bay Shore, enlisted in the 1st Company of M. P. N. G. N. Y. and served in the 27th Company of the Military Police Corps on the Hindenburg Line, La Selle River, Jonc de Mer Ridge, the Knoll, Popenrighe, Dickenbushe Sector, Guillemont Farm, Quennemont Farm, St. Maurice River. He was honorably discharged from the service on November 29, 1918.

Willmirth Burton Peterson

of Great River, enlisted in Battery F, 71st Artillery, C. A. C., on April 26, 1918, and trained at Fort Slocum, Ft. Revere and Ft. Andrews. He sailed from East Boston on July 31, 1918, on the Anselm and arrived in Liverpool, August 16. From there they entrained for Romsey, which was a distance of from 75 to 100 miles; from there they proceeded to Le Havre. Here he was taken ill and spent 29 days in the hospital. He then went back with his regiment which was then stationed at Le Plessis, Grammoire. Here he drove for the Major of the 3rd Battalion, until the time of embarking for America. He sailed on the Manchuria on the 11th of February and landed in Hoboken on the 22nd. He was honorably discharged from the service on the 8th of March, 1919.

Charles Cerveny

of East Islip, was inducted into the service on May 29, 1918, and served in Company L, 5th Infantry, at Camp Wadsworth, South Carolina, during the period of the war.

A. J. REYLEK
HENRY CLARK COE
ARTHUR PAUL COE
HENRY C. COE, JR.
FORDYCE BARKER COE
JOHN KELLY
WILLMIRTH BURTON PETERSON
CHARLES CERVENY

Paul E. Mowbray

of Bay Shore, enlisted in September, 1917, at New York City and served as Corporal in Company F, 308th Infantry and 407th Motor Supply Train. He served overseas with his regiment, returning to United States and receiving his honorable discharge from service in March, 1919. While in France, he participated in the following major operations: Somme Defensive, Aisne Defensive, Montdidier-Noyon Defensive, Champaigne-Marne Defensive, Somme Offensive, Oise-Aisne Offensive, Somme Offensive (2nd). He received Victory Medal with eight (8) bronze stars from the French Government.

Anthony Etense

of Bay Shore, was inducted into the service on Sept. 19, 1917, and sent to Camp Upton. He trained there and at Brownsville, Texas, as Corporal in Motor Transport Corps. His service was valuable as a motorcycle mechanic. He also served in M 2 Corps—receiving his honorable discharge from service on May 29, 1919, at Brownsville, Texas.

Walter E. Andrews

of Bay Shore, enlisted in the United States Naval Aviation at Little Rock, Arkansas on Dec. 13, 1917, and trained at the Great Lakes until March 29, 1918, when he sailed for France. While overseas he touched the following ports: Brest, Paulliac, Marseilles, Tunis, Africa, Bizerte, Africa, returning by way of Gibraltar, Azores, Bermuda. Upon his arrival in the United States, he was honorably discharged from service, at Brooklyn, on April 7, 1919.

W. L. Suydam, Jr.

(See article, page 161.)

Wilder M. Lahy

of Brightwaters, enlisted in April, 1917, in Division Headquarters Troops, N. Y. National Guard at New York City. After training at New York for some time, he was sent to Camp Wadsworth, South Carolina. On December, 1917, he was ordered to Camp Lee, Petersburg, Va., to the Engineer Training Camp. In March, 1918, he was assigned to B Company, 27th Engineers and served in France with this regiment from August 1918 to March, 1919. In France, the regiment was assigned to the First Army for bridge, railroad and road work, participating in the St. Mihiel and Argonne Offensive, receiving regimental citation for the character and speed with which this work was accomplished during these offensives. Mr. Lahy returned to United States in April, 1919, and received an honorable discharge from service in May, 1919, at Camp Gordon, Atlanta, Ga., with rank of 2nd Lieutenant.

Levi Spear Stockwell

of Brightwaters, enlisted in the 309th Field Artillery and trained at Camp, Dix, N. J. He was commissioned on Nov. 27, 1919, and received his honorable discharge from service as 1st Lieutenant, Field Artillery.

Alfred Wolf

Enlisted on May 1, 1918, in Company E, 114th Infantry; trained at Camp McClellan, Anniston, Ala. Served in France in battles of Alsace-Lorraine, and Meuse-Argonne Forest. Was gassed Sept. 16, 1918, on the Alsace-Lorraine front and slightly wounded Oct. 12, 1918 in the Meuse-Argonne battle. Honorably discharged May 21, 1919.

PAUL E. MOWBRAY
ANTHONY ETENSE
WALTER E. ANDREWS
WALTER L. SUYDAM, JR.
WILDER M. LAHY
LEVI S. STOCKWELL
ALFRED WOLF

John Dudley

of Central Islip, enlisted on Feb. 25, 1918, and served in the Medical Corps at Camp Upton, Long Island, as first class Private until the date of his honorable discharge from service, April 27, 1919.

Roy C. Hildebrandt

of Central Islip, enlisted on June 5, 1918, in the Neuro-Psychiatric unit, Embarkation Hospital Corps, Medical Department at Newport News, Va. He was honorably discharged from service on February 3, 1919.

James Thornton

of Central Islip, enlisted on July 2, 1917, in the 107th Infantry. He served in France and Belgium, taking part in the following engagements: East Poperinghe Line, Dickebush Sector, La Selle River, Hindenburg Line Jonc de New Ridge and St. Maurice River. He was discharged from service on April 2, 1919.

Alfred J. Smith

of Bay Shore, formerly of Central Islip, enlisted on Jan. 26, 1918, and served in the following assignments: (a) Sixth Naval Dist., Charleston, S. C. (b) Naval Overseas Transportation Service; (c) Section Commander Seventh Section, Sixth Naval District, Jacksonville, Fla. Promotions: Machinist Mate, Ensign, Lieutenant (J.G.). Inactive status, August, 1919. Enlistment expires on Jan. 25, 1922.

George A. Smith, Jr.

of Central Islip, enlisted on July 18, 1918, in U. S. N. Hospital Corps, allied to New York University Bellevue Students Training Camp, stationed at Bellevue. He is still in service, having been released from active duty in March, 1919.

William Dunphy

of Central Islip, enlisted on May 1, 1918, in the 104th Motor Supply Train; with the A. E. F. and in Base Hospital No. 214. Through 12th Co., 152nd D. B.

David Cohen

of Central Islip, enlisted on Feb. 25, 1918, in the 152nd Artillery Brigade; served in the Army of Occupation in the 17th Field Artillery, Headquarters. He took part in the battles of Chateau Thierry and the Argonne. He was honorably discharged from service on June 26, 1919.

William Brown

of Central Islip, enlisted on Sept. 28, 1917, in the Medical Detachment, 306th Infantry. In August, 1918, he was transferred to the 305th Field Hospital, 77th Division, promoted to Wagoner. He took part in the defensive sectors of Baccarat and Viesle and the offensive sectors of Oise, Aisne and Meuse-Argonne. He was discharged from service on May 12, 1919.

JOHN DUDLEY
ROY C. HILDEBRANDT
JAMES THORNTON
ALFRED J. SMITH
GEORGE A. SMITH, JR.
WILLIAM DUNPHY
DAVID COHEN
WILLIAM BROWN

William J. Delaney (M. D.)

of Central Islip, enlisted on Sept. 1, 1918, was assigned to the Development Battalion at Camp Greenleaf, Ga. He was honorably discharged from service on Jan. 15, 1919.

William N. Barnhardt

of Central Islip, enlisted on June 25, 1917, and was sent to Base Hospital, Camp Gordon, Atlanta, Ga. He was later promoted from 1st Lieutenant to Captain, discharged from service on Dec. 12, 1919.

Charles L. Vaux (M. D.)

of Central Islip, enlisted on July 1, 1918, and served with the 40th Division at Ravigne, France. He was discharged from service on April 3, 1919.

John F. Scott

of Central Islip, enlisted on Sept. 10, 1917, in Company L, 308th Infantry. He served as Private in the battles of Alsace-Lorraine, Vesle River front, Aisne River, Argonne Forest, on Meuse River in front line trenches on six or seven different occasions. He was over the top five or six times, wounded slightly at Vesle River.

Frank Colgan

of Central Islip, enlisted on Aug. 28, 1918, in the 355th Stevedore and Labor Battalion at Camp Joseph E. Johnston, Florida and Camp Alexander, Va. Was promoted to Sergeant at Camp Alexander. He was discharged from service on Dec. 21, 1918.

John Johnston

of Central Islip, enlisted on Oct. 9, 1917, in the 38th Infantry, 3rd Division, Co. G. Served with the A. E. F. in France and the army of occupation in Alsace-Lorraine, Luxemberg and Germany. He served in the battles of Chateau Thierry, Champagne, Marne, Aisne-Marne, Vesle, St. Mihiel and Meuse-Argonne. Discharged Aug. 29, 1919.

David Stalker

of Central Islip, enlisted on April 6, 1918, in the Medical Corps, stationed at Cosne-et-Loire, and Savenau, France. Promoted to 1st Class Private. He was discharged from service on July 23, 1919.

Patrick Fahey

of Central Islip, enlisted on July 2, 1917, in the 165th Infantry (Old 69th N. Y. National Guard) Co. E. Served in France, Belgium, Luxemberg, Germany. Took part in the following battles: Champagne-Marne Defensive, Aisne-Marne Offensive, Meuse-Argonne Offensive, Luneville Sector, Baccarat Sector, Rendezvous de Chausseurs and Army of Occupation.

WILLIAM J. DELANEY, M.D.
WILLIAM N. BARNHARDT, M.D.
CHARLES L. VAUX, M.D.
JOHN F. SCOTT
FRANK COLGAN
JOHN JOHNSTON
DAVID STALKER
PATRICK FAHEY

John J. Hayes

of Central Islip, enlisted on Dec. 5, 1917, in Company A, Medical Dept. Base Hospital, Camp Upton, N. Y. Served as Private, 1st class, and Nurse. Was discharged from service on July 8, 1919.

Joseph Williams

of Central Islip, enlisted on Aug. 12, 1918, in the 34th Company, 9th Battalion, 152nd Depot Brigade, stationed at Camp Upton, N. Y. He was discharged from service on Dec. 13, 1918.

Philip McCullough

of Central Islip, enlisted on Sept. 19, 1917, in the 82nd Division, 328th Field Hospital, 307th Sanitary Train, serving at Camp Upton, Camp Gordon and Camp Merritt and in the battles of Lagny, Marbache, St. Mihiel and Meuse-Argonne. In the Lagny and Marbache Sector the Division made up the defensive section. During the St. Mihiel Offensive, the Hospital was stationed about two miles from the front lines, and as many as nine hundred wounded were admitted and taken care of in one day. During the Meuse-Argonne Offensive, they were stationed in a large, fully furnished and equipped Hospital, taken from the enemy. There they remained, dressing and taking care of their comrades until the signing of the armistice. Mr. McCullough was discharged from service on May 12, 1919.

Charles Kelley

of Central Islip, was called to service on Dec. 5, 1917, and assigned to the 305th Infantry. He sailed from New York in April, 1918, arriving in Calais, France. The regiment went into action on July 2 in the Luneville Defensive Sector. Mr. Kelley took part in the battles of Vesle River, Aisne River, Argonne Drive and the Meuse Offensive. He was discharged from service at Camp Mills on May 9, 1919.

Joseph Farrell

of Central Islip, enlisted on Sept. 10, 1917, in the 305th Machine Gun Battalion, Company B. He served with the A. E. F. in Lorraine, Chateau Thierry, Toul Sector and the Argonne. He was discharged on April 4, 1919.

William Leddy

of Central Islip, enlisted on April 12, 1918, in the U. S. Navy. Was promoted from 2nd to 1st Class Ship-Fitter. During his service he made thirteen (13) trips across the ocean, being chased a few times by German Subs and a torpedo missed the stern of their ship about fifty feet. On their return they sunk a sub about 300 miles off the Atlantic Coast, believed to be one of the subs that sunk eleven of our ships off the Jersey Coast during the time that New York City was in darkness, and later they were given credit for sinking the Sub that hit the U. S. S. Mount Vernon about 500 miles off Brest. They sank the Sub by gunfire and later a destroyer dropped depth bombs to make sure that the job was done right. Mr. Leddy was discharged on Sept. 25, 1919.

Richard J. Flanagan

of Central Islip, enlisted on July 17, 1917, in the 102nd Signal Corps B, trained at Spartanburg; served in France and Belgium. He took part in the battles of Hindenburg Line, La Selle River, Jonc-de-Mar Ridge, France, and in engagements, Vierstraat Ridge, The Knoll, Quillemont Farm, St. Maurice River and was active in the East Poperinghe Line, and Dickebush Sector, Belgium. Discharged on April 4, 1919.

Anton Nadvornik

of Central Islip, enlisted on May 29, 1918, in the 308th Company of the 56th Infantry, A. E. F., France. He served as Private in the Meuse-Argonne from Oct. to Nov. 11, 1918. He was honorably discharged from service on July 2, 1918.

JOHN J. HAYES
JOSEPH WILLIAMS
PHILIP McCULLOUGH
CHARLES KELLEY
JOSEPH FARRELL
WILLIAM LEDDY
RICHARD J. FLANAGAN
ANTON NADVORNIK

Edward R. Jackson

of Bay Shore, enlisted on Aug. 13, 1918, in 153rd D. B., Camp Dix, N. J., and served there as Sergeant in the 49th Company until the date of his honorable discharge from service, April 7. 1919.

Herbert Mills

of Bay Shore, enlisted on June 25, 1917, in the 369th Regiment, Company E. He served overseas for fourteen months and took part in the battle of Champagne, being wounded at this battle in Sept., 1918. He was twice decorated, once in France and once in the United States.

Oscar Miller

of Bay Shore, was called to service at Camp Upton on Oct. 1, 1917, and served as Corporal, in the 367th Regiment, 92nd Division and took part in the following operations: St. Die Sector, Vosges, Meuse-Argonne, Marbacke Sector.

Andrew S. Jackson

of Bay Shore, enlisted on May 11, 1917, and went to Peekskill for training; later training at Camp Whitman and Camp Upton, Spartanburg, Van Cortland Park and Camp Merritt. Sailed for France with the 15th Regiment and served there until April 8, 1918, taking part in the battles of Champagne, Argonne, Axrthis range, staying at the front until the signing of the armistice. He returned to the United States in Feb., 1919.

No records were received from the others but we believe they were all members of the 15th Regiment.

Benjamin Murray

Member of the 15th Regiment.

Henry Thomas

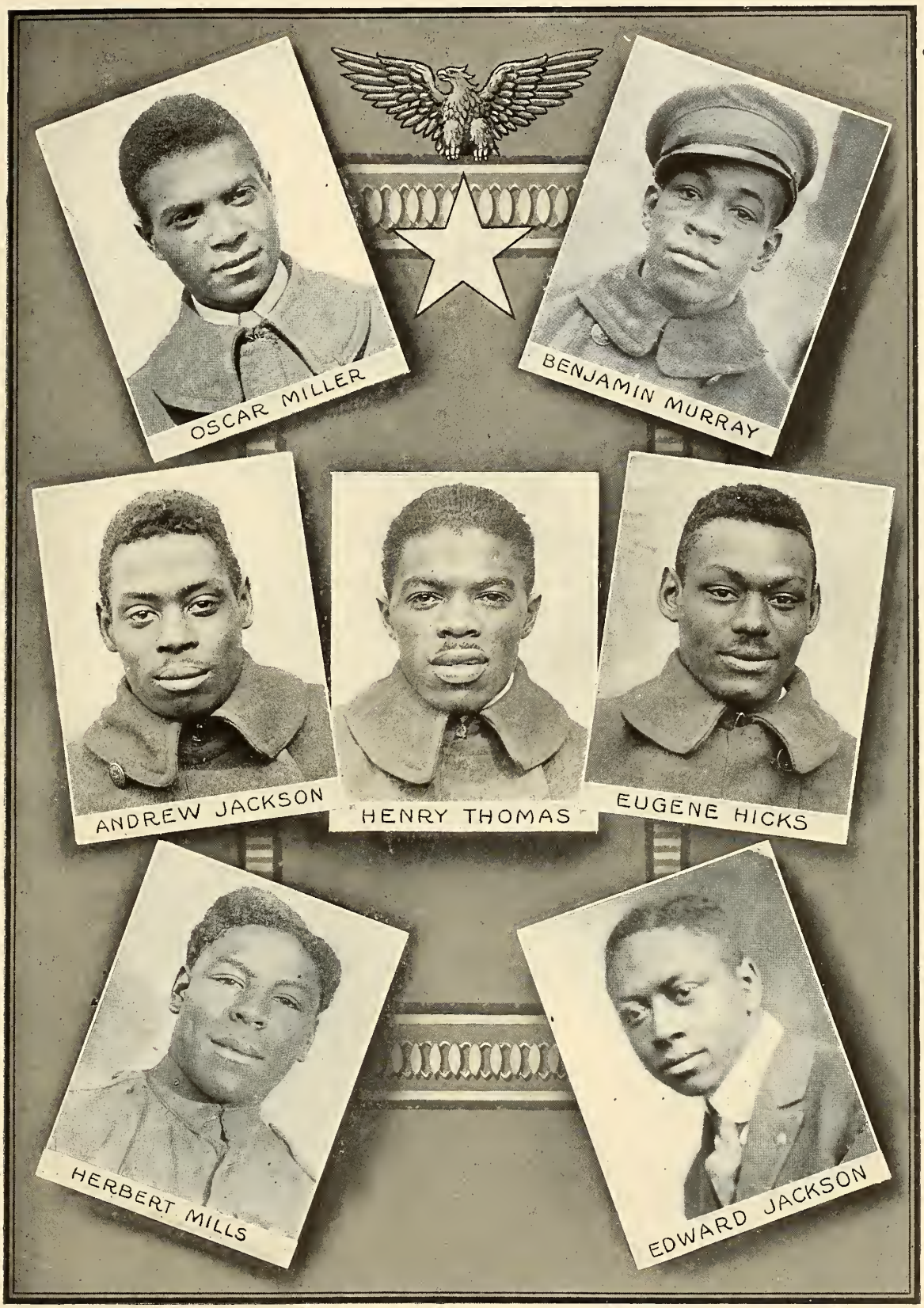
Member of the 15th Regiment.

Eugene Hicks

Member of the 15th Regiment.

According to information received from Henry Thomas, the 15th Regiment was a part of the 91st Division, and participated in all the battles of that Division, acting with the French Army. In the battle of Champagne on the afternoon of July 15th, 1918, while on a forward movement and engaged in cleaning up machine gun "nests," Jay White, one of the Bay Shore boys, was shot through the leg and was so badly wounded that he could not stand. As soon as Thomas could get permission he carried White to the dugout on his shoulder. After a wait of about two hours Thomas was ordered to take White behind the lines to a hospital. White remained in the hospital until the Armistice was signed and then returned with the regiment to the United States. Thomas told me many stories of the fighting, some very sad and all told with no mention of himself, except as related above.

A friend tells me this story about this regiment: "When the French had almost given up hope of preventing the Germans from breaking through their lines, General Foch sent French officers to interview the American officers and try to ascertain how much help they might expect from the American troops. After one of these officers had a very serious interview with the colonel of this (15) *regiment, the orderly, who had heard all that was said, after the French officer had left, said, "Colonel, there was one thing you didn't tell that gemma, if them Germans break through he can depend on us to carry the news to every part of France."*—THE EDITOR.


OSCAR MILLER
BENJAMIN MURRAY
ANDREW JACKSON
HENRY THOMAS
EUGENE HICKS
HERBERT MILLS
EDWARD JACKSON

Kenneth Cecil Stellenwerf

of Bay Shore, enlisted in the United States Service and saw active service on Yale Boat House at New Haven, Connecticut.

Anthony Erickson

of Bay Shore, enlisted on July 17, 1918, at Pelham Bay, Regiment No. 2. On Feb. 8, 1918, he was transferred to Brooklyn Navy Yard, where he received his final discharge from service.

Thomas John Herne

of Bay Shore, was called into service on April 27, 1918, and trained at Camp Upton and at Camp Devens. He sailed from Boston with the 26th Infantry, Company D, on July 8, 1918, and returned to the United States on April 2, 1919, being rejected from the service as being physically unfit. He took part in the battles of the Argonne Forest, St. Mihiel, as a gunner. He was gassed twice and at Argonne a shrapnel exploded, killing both his ammunition carriers and shooting away the calf of his right leg. After lying on the battlefield for a long time, he was found and carried back of the line, being officially reported as missing in action. He laid in the base hospital for several months at Reinacourt, France, from Oct. 5 to Feb. 20, and was transferred to the base hospital at Brest and sent home as a casual on the Leviathan. He was honorably discharged from service on April 15, 1919.

Howard Herne

of Bay Shore, enlisted in the United States Navy when 17 years old, on April 10, 1917, and reported at the Brooklyn Navy Yard on the 12th and was assigned as a messenger at the yard, being later assigned to the destroyer U. S. S. Sabola No. 225, stationed off Ambrose Channel Lighthouse and doing convoy duty between Ambrose Channel and Nantucket Shoals and Newfoundland Banks. He became Gunner's First Mate, 1st class, on March 1st. When the Sabola went out of commission he was transferred to the receiving ship at Bay Ridge and shipped out on the U. S. S. Leviathan and made the last six trips, bringing back General Pershing and his staff. He was later granted a release and was appointed Machinist's Mate in the Army Transport Service and was stationed at Hoboken, serving there for several months and resigned and shipped over in the U. S. S. Bagaduce.

John P. Steigerwald

of Bayport, enlisted on May 29, 1918, and served in the army at Camp Upton and Camp Gordon during his training in America. He served overseas with his regiment for eleven months.

S. C. Frieman

of Bayport, enlisted on March 13, 1917, at Fort Slocum, New York, and served there in 6th Company, C. A. C., during the period of this war.

Justin Steigerwald

of Bayport, was inducted into the service on October 8, 1917, and trained in Company J, 307th Supply Train at Camp Upton and Camp Gordon, Georgia. He served overseas 11 months with his regiment, taking part in the following engagements: Toul Sector, St. Mihiel, Meuse-Argonne and Marbache.

Edward Frank Sharp

of Bayport, was inducted into the service on Aug. 29, 1918, and trained at Camp Gordon in Company L, 83rd Division. After serving overseas for three months, he returned to America and was honorably discharged from service on Feb. 13, 1919.

Arthur Leland Lynch

of Bayport, was inducted into the service on September, 1917, and trained at Camp Upton, in Company D, 302nd Engineers, 77th Division. He served overseas, taking part in the following operations: Lorraine, Vesle, Argonne, Meuse River, Aisne.

Frank J. Vererka

of Bayport, enlisted in United States Navy at Brooklyn Navy Yard and trained in the Electrical School there and later served on Flagship Dixie. He went overseas eleven times during the war, serving as Chief Electrician. He was also awarded a prize for shooting.

Oakley John Dallard

of Bayport, enlisted in April, 1917, at Bay Shore, New York, in the United States Naval Aviation Corps and served there and at Miami, Florida, until the date of his discharge from service, in April, 1919. (Lieutenant, J. G.)

John Thomas Rogerson

of Bayport, enlisted in the Royal Flying Corps in Canada on July 11, 1917, and received his training at the University of Toronto, (Theory and Flying) at Camp Mohawk and Camp Borden. He served as Instructor in the Royal Flying Force in England, as Test Pilot, Fievvillers, France, No. 1 Squadron Canadian Air Force and in No. 12 Squadron Royal Air Force, in Germany.

James Edward Hayes Rogers

of Bayport, enlisted in the Royal Air Force in Canada, and received his training at Camp Mohawk, University of Toronto, Camp Everman, Texas, Camp Borden and Hoston Hall, England. He was commissioned 2nd Lieutenant just before sailing for England.

George A. Rogerson

of Bayport, was inducted into the service on April 1, 1918, and trained at Camp Dix, in Company L, and in Headquarters, 3rd Bn., 310th Infantry, 78th Division. He served in France from May, 1918, to May, 1919; was wounded in St. Juvin and sent to Base Hospital No. 11, near Nantes, France, where he remained for about seven weeks, but returned to his company fully recovered. Mr. Rogerson saw action in St. Mihiel Offensive, in the "Limy" sector, and in the Meuse-Argonne Offensive.

Silas Carman Seaman

of Bayport, enlisted in the service on July 3, 1917, at Mare Island, California, and trained in the 13th Regiment U. S. Marine Corps. He served overseas during the war, being attached to the Marine Guard Company at Bordeaux, France.

August Scott Behman

of Bayport, enlisted in May, 1917, in a U. S. Hospital Unit as Ambulance Driver and served overseas during the war, being stationed at Brest for 11 months.

Percy O. L'Ecluse

of Bayport, enlisted at Fort Slocum on Dec. 11, 1917, in the Medical Department, being later transferred to Sanitary Engineers and served at Camp Hill and Camp Stewart until April 1st, when he was transferred to Camp Wheeler, Ga. He later trained at Camp Beauregard, La., and at Camp Taylor, Kentucky. He was honorably discharged from service at this camp on Dec. 1, 1919.

John F. Barbee

of Central Islip, entered service as private, in the 325th Infantry Headquarters Co., 82nd Division, on Sept. 20, 1917. Seven months were spent in training in Camp Gordon, Ga., then overseas to England, where we were the first American troops to pass in review before the King and Queen. Served with the British in France, in the Somme Sector, the front lines in Toul, and 26 consecutive days in the Meuse-Argonne. Narrowly escaped death in the St. Mihiel drive, when as we were passing out of a dugout, a shell hit the entrance and killed 6 comrades. Discharged from the Army May 16, 1919.

James Conlon

of Central Islip, served with the 327th Infantry, Co. C, 82nd Division. Was stationed at Camp Upton, N. Y., and Camp Gordon, Ga. Overseas, engaged in the Toul Sector, Marbache Sector, St. Mihiel Offensive and Meuse-Argonne Offensive. Length of service from Sept. 19, 1917, to June 16, 1919.

Irving Houck

of Central Islip, served with the 316th Infantry from date of induction to discharge. Was in action at St. Mihiel and the Argonne.

Joseph Miller

of Central Islip, entered the service Oct. 3, 1917, Company L, 304th Infantry. Sent to Camp Devens; transferred to Camp Gordon November 12th, 6th Company, 2nd Training Battalion, 157th Depot Brigade. Appointed Sergeant June 1, 1918; commissioned 2nd Lieutenant Aug. 26, 1918. Assigned to Camp Wadsworth, Company A, 61st Pioneer Infantry, Dec. 23, 1918. Discharged from Camp Dix.

Michael Foley

of Central Islip, entered the service May 28, 1918. Went overseas with Company H, 21st Engineers, serving continuously with them during their experience in the St. Mihiel Drive and in the Meuse-Argonne Offensive. Discharged June 14, 1919.

Robert J. P. Pearson

of Central Islip, admitted to service Sept. 10, 1917. Sergeant in Headquarters Company, 4th U. S. Infantry, 3rd Division. Fought in the Champaigne, Marne, Aisne-Marne, St. Mihiel and the Meuse Argonne Defensive sectors. On the morning of July 15, 1918, 600 Germans crossed the Marne River and were taken prisoners by our Division in Chateau Thierry. This encounter won for the 38th Infantry, 3rd Division, the name, "The Rock of the Marne." We were the only Division fiighting there from May 30, 1918, to July 29, 1918, when we were relieved by the 32nd Division. Received discharge Aug. 29, 1919.

Patrick J. Quinn

of Central Islip, inducted May 2, 1918, Medical Department. Stationed at St. Elizabeth's Hospital, Washington, D. C. Served overseas from Sept. 28, 1918, to May 21, 1919 in Base Hospitals No. 117 and 214, caring for shell shock cases. While at St. Elizabeth's in Washington, D. C., was attacked by an insane patient and severely wounded about the face and neck, necessitating 32 stitches to be taken in the same. Sailed from St. Nazaire with 396 patients on board the Pocahontas May 21st. Reached Newport News June 1st. Discharged from Camp Upton July 18, 1919.

Arthur George Griffiths, Jr.

of East Islip, enlisted in the Navy at Brooklyn on Nov. 5, 1917, and served aboard the U. S. S. Cheyenne, Submarinne Base, New London, Conn., and also the U. S. S. Warbler, until the date of his discharge.

William Soukup

of East Islip, enlisted in the United States Navy on July 18, 1918, and trained at Pelham Bay Naval Station and later served aboard the U. S. S. George Washington, the U. S. S. Calamares and at the United States Naval Air Station at Pauilliac, France.

George Henry Densing

of Islip, enlisted in Company A, 1st Division, on Aug. 8, 1918, and trained at New London, Conn., until the date of his discharge, Dec. 19, 1918.

William E. Brown

of Bayport, was inducted into service on Sept. 28, 1917, and trained at Camp Upton in Company I, 307th Infantry. He served in France with the English, in the Arras sector for six weeks and later on the front in the Baccarat Sector. From August 1st to September 17th, he took part in the Oise-Aisne Offensive. He was gassed on September 17th and received treatment at Allery Base Hospital 56. He was honorably discharged from service on June 9, 1919, at Camp Dix.

Wilfred Vernon Breckenridge

of Bayport, enlisted in Supply Company, 23rd Regiment, 27th Division, and served as a Mechanic. Served overseas, carrying supplies to 106th Infantry.

Harold William Webbe

of Great River, enlisted in the Signal Corps and served as Captain in Company C, 79th Division. He trained at Camp Knox, Kentucky. He later commanded Signal Detachment of the 13th Infantry during the defensive action in Verdun Sector. He served as Brigade Signal Officer during Meuse-Argonne Drive and in the defensive action of St. Mihiel Sector.

Urnnie Bernard

of Bohemia, was inducted into the service on Sept. 19, 1917, and served at Camp Upton, in Company H, 327th Infantry, 82nd Division. He next trained at Camp Gordon, Georgia, where he remained until he sailed for France. In France he served in the following engagements: Abbeville, with the English; in the Toul Sector, St. Mihiel Offensive, the Marbache Sector and the Meuse-Argonne Offensive. Upon his return to America. he was sent to Camp Upton, where he received an honorable discharge from service on May 26, 1918.

Anton A. Bartek

of Bohemia, enlisted in the United States Marines and trained at Port Royal, South Carolina, in the 43rd Company, 5th Regiment, 2nd Division. He served overseas with his regiment, being wounded at Chateau Thierry on the 6th of June, 1918, and also being gassed badly at Belleau Woods. Mr. Bartek has not fully recovered. He was honorably discharged from service on August 22nd, 1919.

Regis Henry Post, Jr.

of Bayport, volunteer. He served at West Point. In Camp Taylor during the period of the war.

Ralph T. Norton

of Bayport, enlisted on Oct. 15, 1917, and trained at Toronto in the Royal Air Force, 231st Sea Plane Squadron. He served in Hostile Submarine Patrol, being stationed at Felixstowe, England, Scapa Flow, Orkney Islands.

William A. Gordan

of Bayport, enlisted in the Navy in 1910 and served during the period of the war in the Mine Sweeping Division, North Sea, helping to take up 70,000 mines.

Alfred Frederick Von Mechow

of Bayport, was inducted into the service on Oct. 8, 1917, and trained at Camp Upton in the 302nd Ammunition Train, Company E, 77th Division, until the date of his honorable discharge from service, May 21, 1918.

John Joseph Sullivan

of Bayport, enlisted in the U. S. Aviation Corps on Oct. 29, 1918, and trained at Hazelhurst Field, Mineola, New York, in the 505th Aero Squadron, later serving at Mitchell Field, from where he received his honorable discharge from service on Jan. 22, 1919.

Eugene Curtis Stoll

of Bayport, enlisted on Sept, 20, 1917, at Mitchell Field, Garden City, New York, and trained there in the 6th Company, 1st Battalion, United States Aviation Corps, during the period of the war.

Harry Joseph Lindsell

of East Islip, enlisted on Dec. 5, 1917, at Brooklyn Navy Yard, and served there in the United States Navy until the date of his discharge, Jan. 10, 1919.

John Percy Henshaw

of East Islip, enlisted in Company D, 54th Battalion, 4th Division, Canadian Army and trained at Camp Borden, Canada. He later served overseas with his regiment, for two years, serving with the Canadian Army.

Peter Carr

of East Islip, enlisted in March, 1918, and trained at Camp Meade, Maryland, with the 27th Engineers, Company B. He later served in France with his regiment, taking part in the following operations: Aisne, Marne, St. Mihiel, Meuse-Argonne.

McKim Hollins

of East Islip, enlisted on April 6, 1917, at Brooklyn Navy Yard as Ensign, Provisional Grade, U. S. N. R. F. Received training as gunnery officer aboard S. P. 56, Block Island. He later took command of U. S. Submarine Chaser 330, at Manitowoc, Wis., from where he brought her to Brooklyn Navy Yard. On June 4, 1918, he proceeded, with 17 other chasers (known as special anti submarine force, under Captain Cronan, to attack enemy submarines off Atlantic Coast. They cruised from Halifax to Hatteras with this force until September, when they received orders to return. Upon their return, Mr. Hollins received orders to sail for overseas via Bermuda, Azores and Portugal. Upon being detached from the force, he received a citation from Captain Cronan for attack on Submarine U-58. On the trip to Bermuda, one chaser was lost, but 16 of the crew saved. From Bermuda they went to Azores, where they received orders to proceed to Gibraltar to participate in Gibraltar tar barrages. They left the Azores with 11 chasers in a heavy northeastern storm, which lasted 4 days, made port at Oporto, Portugal with 7 chasers, the others having run out of gas or gotten separated in the storm. They proceeded to Gibraltar, where he was assigned to U. S. S. Parker, and he remained on this barrage in the Gibraltar Straits, participating in nine different attacks. They lost one vessel, a British battleship, "Buttania," credited with 4 submarines. In all instances but one attacks on subs were made at night. The exception being the one which sank the battleship, and he was blown out of water. Mr. Hollins received a citation from Admiral Niblack for work on Barrage. He received grade of Junior Lieutenant.

Peter Massick

of Great River, enlisted in the Navy on June 6, 1917, and served on Convoy duty and Transport and Mine Navy Fleet during the period of the war.

George Hebenstreit

of Sayville, was inducted into the service and served in the 152nd Aero Squadron at Kelly Field, Texas, and at Rantoul, Ill., and Garden City, Long Island. On Feb. 25, 1918, he left for England, where he served for eight months at Lincolnshire and later served ten months in France, at Colomby Les Belles, in the First Air Depot. He was honorably discharged from service on July 14, 1919.

Leonard Von Popering

of West Sayville, was inducted into the service on Sept. 28, 1919, and trained at Camp Upton in Battery D, 306th Field Artillery, 77th Division. He served overseas for one year and took part in the Vesle-Aisne Offensive and in the Meuse-Argonne Offensive. He was honorably discharged from service on May 19, 1919.

Dewitt Rhodes

of Sayville, enlisted on October 8, 1917, in the 306th Field Artillery and served in this regiment as a mechanic. He served in France with his regiment during the period of the war.

Raymond Smith

of Sayville, enlisted in the Navy on Aug. 7th, 1916, and served on the U. S. S. New York, and in Armed Guard Communication Service, 3rd Naval District, as Apprentice Seaman and later at Radio Electrician. He was honorably discharged from service on Aug. 7, 1920.

William E. Munsell

of Sayville, was inducted into the service on Oct. 8, 1917, and served in the 20th Regiment Engineers, Forestry. He served eighteen months in foreign service as Private and later as Wagoner. He was honorably discharged from service on June 3, 1919.

Alvin W. Hoppe

of Sayville, enlisted on June 28, 1916, at Brooklyn, New York, and served on the Mexican Border Service in Battery C, 2nd Field Artillery, New York. He served in France for eight months, from June 30, 1918, to March, 1919. When discharged, he was with the 105th Field Artillery, Battery C, 27th Division.

Edward Munsell

of Sayville, enlisted in the Navy, in the 5th Company, U. S. Coast Guard, on Oct. 12th, 1918, and served as seaman (the Coast Guard being taken over by the Navy) during the period of the war. He was honorably discharged from service on Aug. 26, 1919.

John M. Alvarez

of Sayville, enlisted in the Navy on Nov. 13, 1918, and served on the U. S. S. Troy as Apprentice Seaman and later as Seaman, 2nd class. He made 3 trips to Brest, France.

Herman Mues

of Sayville, enlisted in Navy and served at Radio Station as 1st Class Seaman, N. R. H., until the time of his discharge, Dec. 10, 1918.

William Otto Pagels

of West Sayville, enlisted in the Aviation Corps and trained at Pensacola, Fla., until his discharge from service.

Wolfred C. Romun

of West Sayville, enlisted in the Navy on Oct. 27, 1917, and trained at Bensonhurst, Brooklyn. He went overseas on March 1, 1918, where he served on Submarine Chaser No. 129, guarding the straits of Taranto, between Italy and Greece. He received a citation from the Italian Government for service during the Battle of Durazzo. He was discharged from service at the Naval Fleet Base, Brooklyn, on Sept. 8, 1919.

Howard Reeves

of West Sayville, was inducted into the service on Sept. 19, 1917, and trained at Camp Upton, Long Island, in Company M, 307th Infantry, 77th Division. He served overseas with his regiment and took part in the Baccaret Sector engagements, June 21 to Aug. 4; the Vesle Sector, Aug. 11 to Aug. 18; Oise-Aisne, Aug. 18 to Sept. 16, 1918; Meuse-Argonne Offensive, Sept. 26th to Oct. 5, 1918. He was discharged from service at Camp Upton, Long Island, on May 9, 1919.

William Swanbeck

of Sayville, enlisted in the Navy on May 17, 1917, and served aboard ship until the time of his discharge, Jan. 15, 1920.

Frank W. Antos

of Sayville, enlisted in the service on March 9, 1916, and was called for Mexican service in June, returning to Camp Whitman in November of the same year. Was called for World War in March, 1917, and trained at Van Cortlandt Park and Spartanburg. In April, 1918, he was transferred to the Regular Army, being assigned to Company C, 40th Infantry, at Fort Riley, Kan., thence to Battle Creek, Mich., and Chillicothe, O. He was later put in detached service with the Board of Education of the City of Chicago as Professor of Military Science and Tactics. He was discharged at Chicago, Ill., on Sept. 29, 1919.

Clifford F. Campbell

of Sayville, enlisted in the Motor Transport Corps in September, 1918, and served as Corporal at Governor's Island until the date of his honorable discharge from service, Sept. 6, 1919.

Edward McCormick

of Sayville, was inducted into the 201st Field Artillery on April 27, 1918, and served as Sergeant. He served overseas with his regiment, being honorably discharged from the service on Jan. 27, 1919.

Frank Burns

of Sayville, enlisted in the Army and served as Machinist at Camp Eustos from Oct. 23, 1918, until Dec. 4, 1918.

John Knapp Hollins

of East Islip, from the National Guard of N. Y., enlisted for training in May, 1917, R. O. T. C. at Madison Barracks, N. Y. As no commission was forthcoming, he entered the Navy as Quartermaster in August, and was assigned to the Block Island patrol. Was there all winter, alternating as second in command of the S. P. 56 and aid to the commander of the section.

Archibald G. Thacher

attended First Officers Training Camp at Plattsburgh, May, 1917. Received Commission as Captain of Infantry Aug. 15. Assigned to 306th Inf., 77th Div., A. E. F., Camp Upton, and served as Adjutant of that regiment until it went overseas in April, 1918. After landing at Calais, May 1, 1918, the Division was brigaded with the British in the training area back of the Ypres-Arras Sector until the first part of June, when it was transferred to the Baccarat Sector, Lorraine, from June to the end of July; promoted to be Major of Infantry in June, 1918, and given command of 2nd Battalion 306th Inf.; took part in the campaign of the River Vesle from Aug. 10 to Sept. 20, 1918, advancing to the River Aisne. From Sept. 26 to Oct. 16 participated in the Argonne Forest Campaign, the 2nd Battalion, 306th Inf., capturing the town of St. Juvin and Hill 182 on River Aire on Oct. 14. Recommended for promotion to Lieutenant-Colonel and received regimental and division citations and Silver Star citation from Commander in Chief, A. E. F.

On Oct. 24 ordered by Division Commander to hospital in Paris for operation. Remained in Red Cross Hospital No. 3 until Nov. 11, 1918. Ordered to the United States to organize new regiment. Received honorable discharge at Camp Lee, Virginia, Dec. 11, 1918.

Now Lieutenant-Colonel Commanding 306th Infantry, United States Army.

Allen Highland Brown

of Great River, enlisted in the Coast Artillery April 28, 1918. Was sent to Fort Slocum, transferred to the Medical Corps there until he was discharged from the service.

The men whose names are listed below served in the World War, but the compiler of this book was unable to obtain their records or photos.

BAY SHORE

Adams, Carl D.
Adams, William H.
Adams, Seward W.
Adams, Frank W.
Alcock, Windom R.
Austin, Norman
Avetta, Edward M.
Barto, Merwin
Bailey, Herbert J.
Barnes, Frederick H.
Bates, William G.
Broughton, Walter
Barto, Louis
Bayles, Washington
Bedell, William H.
Benjamin, Carleton
Barto, Joseph
Bedell, Charles
Bachia, Richard A., Jr.
Bayles, Oliver
Cheron, William S.
Carlock, Leroy
Conklin, Albert
Carroll, Irvin
Nicholas, Cilento
Costello, Joseph B.
Crawson, Edward
Calder, Thomas H.
Camp, Victor F.
Carlson, Leroy
Ceballos, Juan
Downey, Hugh C.
Deardorf, Herbert C.
Donnelly, Edward M.
Dexter, John
Dumper, Albert
Doxsee, Wellington
Donnelly, William
Erickson, Anthony
Eidenback, Henry
Evert, John
Emory, Lloyd S.
Elliot, Arnold W.
Franklin, Emlin P.
Ferriss, Edward
Florvag, Anton
Foster, Hiram E.
Gibbs, Fred E.
Haines, Harry
Haynes, Joseph
Heynes, George P.
Hendrickson, Raymond
Hoffman, Arthur
Hoffman, August
Jayne, Lawrence
Johnson, Charles A.
Jackson, Patrick
Kahaly, Arthur
Kahaly, John G., Jr.
Kavaltsik, Alex., Jr.
Kirkland, Wm.
Kittle, Percy
Kovas, August
Lawrence, Robert
Linthwaite, Wilfred G.
Latimer, Edmund C.
Mann, Dr. John
McCann, Hugh F.
McDonald, John F.
McCarthy, Chris.
Mahan, James J.
Mills, Jerome
Nickel, Henry A.
Nicholas, E.
Owens, Joseph E.
Pemberton, B. A.
Pinkerton, Allan
Peacock, Lawrence
Pearsall, Robert
Potter, Robt. C.
Reynolds, Florence
Rankeiller, Wm.
Roode, Delano E.
Rolnick, George B.
Stellenwerf, Kenneth
Strand, Frank F.
Skogland, John A.
Siedel, Henry B.
Sedlacek, William, Jr.
Schroeder, Sidney
Smith, Ralph
Sullivan, Henry
Snedecor, Raymond
Schermerhorn, F. C.
Schultz, John
Sylvester, Richard
Tuohey, Martin, Jr.
Tuohey, John
Tushenski, John
Thurber, Carl S.
Urban, Barney
Vail, Arthur H.
Vandermeullen, Earl
Veltman, Dudley
Watts, Harrison
White, Joseph
Watts, Wilfred H.
White, Jay
Westerlund, Jos.
Williams, Dr. Sidney G.
Wicks, Thomas H.
Wood, Percy S.
Wilson, Harry
Watts, Claude
Watts, Ralph
Williams, DeWitt
Wills, Edgar W.
Woodward, Vivian
Whitehead, Turner
Williams, Julius A.

ISLIP

Allen, Malcolm
Baker, Oscar
Barteau, George E.
Bedell, William H.
Brooks, Arthur
Butterworth, Herbert
Clock, Ernest
Clock, Harold
Clock, Vincent

Clock, Archie
Curran, Daniel
Creamer, Byron J.
Demers, Wilfred G.
Dick, Adolph
Doxsee, Robert
Doxsee, Spencer
Dressler, F. L.
Eccleston, Lewis T.
Filly, P. C.
Fisch, Edward
Fisch, Charles
Fisch, Conrad
Foster, Victor
Foley, Nellie
Gatje, George H.
Hambly, David
Hambly, Rawson
Haff, Kenneth G.
Hawkins, Edward
Hulse, Harry
Holt, Harold
Horak, Joseph
Johnson, Bradish G.
Jeffrey, Lawrence
Jones, Stanley R.
Kasin, John E.
King, Charles R., Jr.
King, William P.
Knight, Edward
Kahler, Clarence
Knox, Richard, Jr.
Larson, Eric
MacIntosh, David
Monzet, William
Morgan, Robert W.
Narr, Wm.
Newton, Ralph
Nugent, William
O'Neill, Frederick
Parson, Schuyler
Paul, Charles
Poslusny, Albert
Ranahan, Richard J.
Riedel, Franklin
Rosebush, Fred
Root, Gustaf
Rosebush, E. Robert
Shaughnessy, John
Sikovsky, Julius
Sindler, Thomas
Slavic, Albert
Slavic, Frank
Smith, Ray
Stanchfield, John B., Jr.
Strnad, Frank
Strnad, Joseph
Schmucker, John
Smith, Peter J.
Tanck, Paul
Tenca, Frank
Tenca, Ignus
Tyman, James P.
Taggert, J. Stewart
Velsor, William
Weichart, Albert
Wendler, Edwin
Westerlund, Alfred
Westerlund, Arthur
Weeks, Harold H.
Wright, Arthur
Wood, H. Duncan
Young, S. J. Floyd

EAST ISLIP

Behownek, Jacob, Jr.
Behownek, John
Behownek, Frank
Brown, Edward
Brown, Stewart
Carr, Gerald
Cerveny, Thomas
Cutting, Bronson M.
Fisher, Joseph
Hawkins, Herbert
Herba, Frank
Herba, Louis
Herba, Peter
Houlik, William
Hollins, John
James, Henry
Johnson, Aymar
Johnson, William
Kadane, Joseph
Kadane, William
Kaegnear, Harry
King, Edward
Knapp, H. L., Jr.
Knapp, Theodore F.
Koucelik, William
Kovarik, Joseph
Krstan, Peter
Lindsell, H.
Lickhan, Arthur
Loucka, Joseph
Loucka, William
Massik, Peter
Mulford, L.
Opalecky,, Albert
Petrlak, O.
Ricciardelli, L.
Robbins, Clarence R.
Rogers, William
Rumplik, Ralph
Silhan, George
Slavik, Albert
Souhrada, Charles
Souhrada, John
Strnad, Charles
Strnad, Frank
Strnad, Martin
Soukup, William J.
Thatcher, Archibald G.
Vanik, William
Willarch, Joseph
Wolpert, Andrews, Jr.

CENTRAL ISLIP

Bannon, John F.
Barrett, Paul
Bieringer, Charles
Boyle, John M.
Brady, Thomas A.
Broderick, John F.
Burrows, John J.
Byrne, Dennis
Carley, Owen
Clerkin, Patrick
Collins, Gilbert
Cox, John J.
Coyne, John
Croman, Edward
Crowe, Will J.
Dehe, Andrew
Duane, John B.
Duke, John
Elkins, Harry
Finn, Thomas
Fitzpatrick, William J.
Flanagan, Patrick
Flink, Robert
Hogan, James
Johnston, Harold

Jones, Christopher
Joyce, Clayton H.
Kasper, Frank
Kehoe, James H.
Kelley, John F.
Mann, Horace E.
Moore, Anthony
McVeigh, Frank
O'Connell, Peter P.
O'Neill, Terence
O'Neill, Frederick
Pugsley, Kenneth J.
Reed, William J.
Reynolds, Eugene
Ross, Henry
Skumer, Claude
Slima, Fred
Verity, Harry
Weidenkeller, Peter V.

BRENTWOOD

Anderson, William
Blacker, Frank C.
Creagh, William A. B.
Chauvin, Dr. H. E.
Doran, William
Dawson, Arthur
Holmes, Daniel
L'Hommedeau, John L.
L'Hommedeau, George
Kropansky, Joseph
Laebzansky, Vincent
Martin, John B.
Mason, Harold
Stayley, Edward
Stayley, Otto
Scott, John L.
Studley, Barret
Tank, Paul

SAYVILLE

Adams, Oscar, Jr.
Allmendinger, Fred
Anthony, William
Antos, Frank
Alvarez, John M., Jr.
Benjamin, Charles Arthur
Beebe, Edward
Baker, Maurice
Baker, Maurice, Jr.
Bason, Currie
Brandt, Carl Theo.
Brandt, Henry J., Jr.
Brandt, Webster
Burnett, Allen Benj.
Burns, Frank
Campbell, Clifford T.
Christoffel, John
Collins, Frank Clinton
Clock, Harold
Decker, Marinus
Demps, George W.
Ell, Edward Dayton
Ennis, John Daniel
Felgenhauser, Edmund
Fiala, Vaclav Frank
Fuchsius, Henry Chas.
Geiger, Walter Joseph
Groh, Leonard
Gross, Charles
Grottwald, Otto
Gruber, Harry (Gruber, Carl) **
Hawkins, Herbert
Hebenstreit, George
Hindla, Charles
Hoppe, Alwyn
Jergenson, Gustave
Jedlicka, Francis (Mrs.)
Julian, Joseph
Kaler, Clifford
Kennedy, J. Royal
Kreamer, Charles
Krsnak, Anton
Leach, Edward
Leach, William
Leach, Robert
Love, Lamont
Maas, William, Jr.
Maasch, Martin
Maasch, William C.
Maasch, Paul
McCormick, George B.
McGowan, Bertram
Mues, Herman
Minter, John J.
Murdock, Daniel
Munklewitz, Walter E.
Munklewitz, Harry
Mower, Elbert
Meyers, George
Meyer, T. Bennett
Munsell, Edward
Munsell, William
Newton, Henry Douglas
Novec, Milton
Ohlsen, Frank Louis
Oster, Adlet
Peil, Peter
Petram, Frederick, Jr.
Phillips, Joseph A.
Purtee, William A.
Reynolds, John J.
Reeve, Howard Colgrove
Rhodes, DeWitt W.
Rohm, Wesley
Rogers, Clarence
Roosevelt, Robert B.
Roosevelt, Robert B., Jr.
Ruzicka, Joseph
Rogers, Ralph E.
Steigerwald, Louis
Swanbeck, William
Schmand, Edward M.
Smith, Elwood
Tennenberg, Harry
Terry, Lewis Spence
Terry, Everett M.
Ulrich, Charles
Wachlin, William
Wachlin, Losee A.
Wahl, Henry
Weeks, Frederick
Wells, Clarence
Webber, Frederick J.
Wever, Gustave
Whalen, John L.
White, Theo. W.
White, Nicholas

WEST SAYVILLE

Beket, Samuel
Beket, Herman J.
Beebe, Herman J.
Hard, Anson W.
Haek, Matthew
Lamens, Martin
Reeves, Howard**
Scherpenisse, Leonard
Van Essendelft, Albert

Von Wyne, Frederick
Verveka, Frank, Jr.
Von Poppering, Leonard

BAYPORT

Aschenbrand, Harry
Behman, August
Brown, William B.
Breckenridge, Wilfred
Chichester, Basil
Carroll, William
Dollard, J. Oakley
Downs, James N.
Densing, Jacob
Frieman, Henry
Gordan, William
Gerritsen, J. M.
Glaser, August C.
Hicks, Samuel J.
Johnson, W. Herbert**
Norton, Ralph**
McGraw, Hugh
Seaman, S. Carman
Smith, W. H.
Todd, J. Herbert
Veverka, Frank A.
Von Mechow, Alfred
Rogerson, J. Thomas

BOHEMIA

Bartik, Anton
Bernard, Charles
Bernard, Winnie
Benedict, Winnie
Hrabak, Joseph
Hrabak, Winnie
Jost, Otto
Kovanda, Edward
Kovarik, Charles
Kovarik, Joseph
Kriklava, Joseph
Kubat, Edward
Ruzicka, George
Sedlacek, Edward
Sabischek, Joseph
Thuma, Julius
Tiney, William
Weigel, Joseph
Zdenek, William

WEST ISLIP

Davies, Julian T.
Wagstaff, George B.
Wagstaff, Samuel
Wagstaff, David
Ryan, Philip
Fasino, John
Fasino, Edward
Sherman, B. F.
Thorne, Francis B.
Thorne, Lagdon K.
Hitt, Frederick A.
Arnold, E. W. C.

PERSONAL NARRATIVES

Further Interesting Data Contributed by Service Men

Told by FREDERICK D. DELEMARRE

THE following incident is told by Frederick D. Delemarre of Bay Shore, who served in Ambulance Company 580 in France:

In the Retreat of Fiume, on May 27, 1918, our Company, then being attached to the 13th French Division, was immediately ordered to the front. I was driving the staff car. We proceeded to the front lines to establish first aid posts. Upon our return to the Sector, three cars were detailed to the 109th Regiment of Chasseurs. Arthur Drake (of Bay Shore) and a French soldier were on their way to the post. Germans were advancing so rapidly that Arthur and the French soldier in their Ford ambulance ran right into a squadron of German cavalry, which surrounded the car, captured the men and brought them through the rear at Fiume. When they arrived there, Arthur Drake was taken from his car and taken to a post for inquiry in reference to the movements of the Allied troops in that section, and especially in regard to American Divisions, etc.

The French soldier was then placed in a farmyard with his car and was told that he would carry wounded German officers to the rear. About seven o'clock that evening he was still in the farmyard with the car. The German sentries, having obtained some wine in the cellar of the farmhouse, were celebrating. He saw his chance to make his getaway; walking around the car three times and no one taking any notice of it, he proceeded to cross the lines.

In the meantime, Lieutenant Seymour and myself started out in search of Arthur and the French soldier in their ambulance. We arrived at the French post of artillery —75s. There the Germans had full control of the air—the planes coming down as low as fifty feet and showering fire down from their machine guns. Not being able to do anything toward finding them, we were forced to return to the section discouraged and found the French soldier there. He had made his way across the lines on his stomach, and he told us the above story of their capture and of his escape.

Told by ARTHUR K. DRAKE

Enlisted in the United States Army Ambulance Service on June 13, 1917, at New York City. A few days later, I left for the training camp at Allentown, Pa.

After several months of hard, concentrated training my company was sent to France.

We began active service with the French Army in March. The first several weeks things ran along smoothly for all of us. At times we were worked rather hard, but there was always a certain amount of fun attached to it.

With the coming of summer, the Germans launched their big offensive of May 27th on our front. This brought us in the thickest of the fray. I was not destined to remain with my company. The first night of the attack, I volunteered to go out and search for some members of my company who were missing. I started out at about eight o'clock with our French sergeant, going over the same ground covered by the company in the afternoon. There was a possibility of locating them along the road, in distress. This trip was rather a dangerous one, with the Germans advancing, and our troops (French) retreating. We were proceeding very slowly and cautiously along the high main roadway between Fismes and Rheims. All firing had ceased with the setting of the sun. There were a number of English and French trucks along the roadside. Most of these had been crippled late in the afternoon by German Artillery and were simply left to the Germans. After a careful inspection of the trucks, we continued our journey. Suddenly, from the roadside came the Bang! Bang! of the German rifles directed toward my ambulance. I realized that it was too late to turn back. I applied all the gas and spark possible, and in a jiffy was speeding along at the highest rate possible over a shell-crated road, the Germans on both sides of me and blackness ahead. The firing ceased after five minutes or so, and I found it necessary to slow up. As I did so, just ahead of my car, a large number of

German troops jumped in front of me yelling "Halt! Halt!" Their little flashlights gave out enough light for me to realize what would happen if I did not obey. I stopped my car and was surrounded by what I thought was the entire German army. My feelings at that moment I cannot describe. The grey uniforms, the ugly helmets and shining bayonets of the Hun made me think it was some weird, hideous dream that I was having. Much to my sorrow, it turned out to be the real thing. Without hesitation, I was rushed before some German officers who, speaking in a mixture of French and German, plied me with questions. The remainder of the night I spent in a barn with about forty British and French soldiers. Sleep on that night was out of the question.

At dawn I was called for by a German officer and was left standing in front of what I thought a firing squad. I cannot tell you what my thoughts were at that moment. The end seemed so near at hand. After a ten minute conference among the German officers I was led back to the barn. Some relief!

Then followed several weeks of hard work, long hours with very little to eat—behind the old German lines. It was a dog's life, working under the Germans with a couple of French soldiers as my sole companions. I often returned to my bunk worn out—with blistered hands and feet. My shoes and socks had worn out. I substituted two pieces of cloth which I wrapped around each foot for socks and a pair of old French shoes, some five sizes too large, afforded me little or no comfort.

From here I went to a prison camp in Montmide. Much to my disappointment I found only Russian, French and Roumanians, prisoners. The sleeping quarters were dirty—"lousy"—and infested with rats. One had to tie his shoes to the bed so they would not be carried away by the rats. The "eats" were not fit to be taken by any human being. The work done by the prisoners was of the dirtiest kind. The Germans were none too kind.

In two weeks I was moved to a prison camp in Strasbury—a mud "hell hole." Here I met a few American prisoners. The month I spent there was one of misery and starvation. Our meals consisted of breakfast, a bowl of barley coffee with a small piece of stale, mouldy black bread; dinner and supper, dried vegetable soup, which was ninety per cent water. At times I was on the verge of insanity. To add to this, the German sergeant piled insult upon insult upon us.

It was a happy day for all when we were shipped to Rastatt, the permanent American prison camp. Here conditions were much better inasmuch as we were taken care of by the American Red Cross. Every week we received a parcel containing a can of corned "Bully Beef," hard tack, beans, etc. I was detained in this camp until December 7th, working every day about the camp.

Just after the armistice I became ill with diphtheria. I received little or no treatment from the Germans. How I survived is a mystery to me. On December 7th, the American Red Cross trains came through Switzerland to Rastatt and took us back to France. I was interned in the American hospitals in France for several weeks recuperating. On the 8th of February I sailed for America.

* * *

Told by JACK MCGUINNESS

After the St. Mihiel offensive we proceeded on our way and later reached the edge of the Argonne, where we proceeded to make ourselves comfortable. But on the following day I relayed a message to our C. O., at 11 P. M., to make up combat packs and have all the bandages and splinters that were available, as we would require them before daybreak. And we surely did—for daybreak found us advancing on the town of Chatel, which the enemy had occupied for three years. We suffered heavy casualties here but they couldn't break the Yankee grit or morale. We were their masters, and they knew it. The struggle continued for four days and nights, and on the fifth day we were in Chatel Cherey, which was almost in ruins. However, we found some dug-outs in which we had a few hours sleep, but there was no let-up, for the well-known yell was sounded, "Let's Go!" and we were off again—on the road to Fleville, where we met a battery of the 306th Field Artillery, which was very active, and a regiment of French with their famous 75s that were keeping "Jerry" on the run. We came to a halt that afternoon about four o'clock and got some eats, and we were wondering when we would get back again. We didn't have long to "wonder," however, for at midnight we were off again through a heavy rainstorm. We were now in the fourth month of activities and going strong. As we proceeded

through the town of Sommerance we received a big surprise, for "Jerry" kept pouring in his gas and high explosives—but continue on we must. We finally got clear of the town and made our way to Hill No. 209 and dug in before daybreak. In this locality we made a wonderful line of trenches, which were to fool the enemy, as he would probably think that they were occupied. In reality we had gone further ahead and remained there for eight days and nights, living in mud. It was then, if ever, that we gave special thought to that famous sentence of Sherman's. However, we were relieved on the ninth day and moved west of the Argonne; then north again to the hills surrounding Grand Pie, and dug in once more until the 9th of November. On that afternoon, it seemed so peculiar, as there was no noise of artillery, etc., such as we had become accustomed to. Proceeding on our hike we reached the town of Florient and were cleaned up and inspected. We thought that we were going to be sent to the front again, but it was quite a surprise to us when we were ordered to make up our full equipment, and on the morning of the 11th, having no idea of the armistice, we started on our way and hiked for nine long days, covering 250 miles (not kilos). We were passing through the city of Neufchateau, where there was an American hospital and a bunch of Red Cross workers, who looked on in amazement at the passing body of troops on that awful march. Much to our surprise, the natives of the town were celebrating. We didn't know what the cause of the celebration was. Someone told us that it was all over, but we didn't believe them. Most of the incidents that occurred on that awful hike are better left untold, for only the fittest survived. On the 20th of November we arrived at our destination, which was the village of Leffond. From that time on we drilled constantly until we began the repair of the French roads, on which we worked for three months. After another hike of thirty kilos, after which we were inspected by General Jack Pershing, we reached the port of Bordeaux and sailed for the beloved United States.

Before closing, I'd like to give special praise and thankfulness to the dear ones at home who prayed for us and did all in their power to spur us on to victory, and of all the women in our vicinity we are justly proud, and it is with great pleasure that we raise our hats to them. May God bless the greatest women in the world—that's what we called them—the women of our great and glorious United States of America.

* * *

Told by ROBERT MCINTOSH

Although I saw a great deal of the naval warfare during my enlistment, the five months that I spent in the North Sea will live in my memory the longest.

I was on board the U. S. S. Arkansas when she left Hampton Roads for foreign service. We joined the Grand Fleet on July 25, 1918, when the "Arckie" with four other United States battleships made up the Sixth Battle Squadron. Our nickname with the English was "The Wreckers" or "The Death or Glory Squadron"—being five of the strongest ships in the Grand Fleet. Our base was at the Firth-of-Forth, Scotland or Scapa Flow, and we patrolled the North Sea constantly looking and waiting for the High Sea Fleet, but the submarines were the only things we could get a shot at.

On the 21st of November, 1918, the "Arckie" was a unit of the Grand Fleet which received the surrender of the German fleet. We steamed out of the Firth at 1:30 that morning and met the German fleet, consisting of five battle cruisers and battleships, eight light cruisers and fifty destroyers, at eleven o'clock. We stood by our guns the whole time, taking no chances with the Dutchman. The Grand Fleet was formed in two columns forty miles long, which were separated by a space of about ten miles. Through these columns the Germans sailed, and it was surely a disgraceful sight to see those fine ships surrendering without a shot.

After the surrender of the German fleet our duty was finished, and we left Edinburgh, Scotland, on December 1st, 1918, flying a 150-yard "homeward bounder" at our truck. On a toy balloon which was attached to this streamer someone had printed—"In God we trust—New York or bust!" And we sailed down past the English fleet with their bands playing, "Should Auld Acquaintance Be Forgot," and a good-bye signal on their yardarms, reading "Good-bye, our comrades of the Mist."

We next convoyed President Wilson into Brest, and 48 hours later cleared for the old United States, where we arrived on Christmas Day, 1918, and it was sure a tickled crew that saw "Old Liberty" standing in the same old place as we steamed into New York Harbor.

Told by JOSEPH JOHN KUTIL
and GEORGE HENRY GATES

(*Voluntary enlistment—enlisted and remained together all through the war.*)

On May 14, 1917, enlisted in the United States Navy and were sent to the Naval Training Station at Newport, Rhode Island. Remained in training till June 28, 1917, and then sent to the receiving ship at Boston, for further transfer to sea, and from there were sent to do guard duty at Hingham, Massachusetts.

Requested a transfer to active sea duty, and on May 11, 1918, were sent to the destroyer Kimberly, which had just been completed and was ready to start overseas. On May 17, 1918, they started across, convoying seven troop ships, and upon arriving in Europe were kept busy doing patrol duty along the coast of France and the British Isles, meeting troop ships and convoying them into different ports, going out to aid torpedoed ships in answer to their S. O. S. calls and picking up survivors.

They took a party of Naval officials aboard in Wales, among whom were Assistant Secretary of Navy Roosevelt and Sir Eric Geddes (First British Sea Lord), and brought them to Queenstown, Ireland, to inspect the destroyer base there.

They were present at the time the United States destroyer Shaw was rammed and cut in half (October 9, 1918), and picked up fourteen survivors.

On the 17th of October, 1918, had an engagement with the German submarine U 91, and received congratulations from the British Admiral in charge of the destroyer base; were presented with a large engraved bronze plate, telling of the engagement.

They went out with all the United States naval forces overseas on December 13, 1918, to meet President Wilson, who was on his way to France and convoyed him into Brest.

On January 8, 1919, arrived in the States after a period of eight months overseas.

While overseas, the Kimberly was the senior ship of the destroyer flotilla base at Queenstown, Ireland. During the month of June, 1918, established a mileage record, having covered the most number of miles during the month of any ship in the United States naval forces. In July were out at sea the most number of days of any ship in the flotilla.

Told by ROY H. SMITH

I left New York the first part of April in convoy for Brest, France. Arrived at Brest harbor on April 16, and proceeded in convoy for Pimberon. We anchored in Pimberon Bay on the 17th for the night. About 10 P. M., due to some cause—supposedly torpedo — the ammunition in the holds exploded. I managed to get over the side minus a life preserver. After an hour and a half in the water, I was picked up by a whaleboat from the U. S. S. Whipple, thoroughly exhausted and overcome by exposure. I was later in bed for over a week suffering from shock, exposure and bumps.

* * *

OUR SUBS IN THE WAR

(*From Suffolk County News.*)

Sayville claims the honor of being the home of one of the 210 men in the United States who served aboard American submarines in the war zone for the year 1918. "Ted" Jedlicka, son of Mr. and Mrs. Edward Jedlicka, is the man, and he is home again, in time to celebrate his 18th birthday to-morrow. The United States sent over eight subs, one of which remained at the Azores and the other seven of which operated around the British Isles, in the Bay of Biscay, Straits of Dover and the Bristol and Irish Channels. Jedlicka is at home after obtaining his release, none the worse for the thrills and terrors of his experience, except for "nerves" now and then, as a result of the reaction from continuous strain. He tells with grim humor and almost calm indifference of undersea fights with Hun submarines and battles on the surface with American and British destroyers and Allied aircraft, whose attacks were almost as much to be feared as those of the enemy; the latter continuing until our craft could make their identity known through recognition signals.

He was one of the number of local lads who became interested in the mysteries of the radio when the big station was built here. He enlisted in the Navy when sixteen years old and was sent to wireless school in New York and Cambridge. But there was other need for him and he shipped as a general electrician aboard the L-2, during the entire trip only standing two or three wireless tricks. He came home to say good-bye to his parents on Thanksgiving Day, 1917, and on December

4, 1917, the L-2 left Newport with seven more undersea craft, each about 168 feet long, 15 feet beams, and making 14 to 15 knots. The crew numbered three officers and 27 men, all under 30 years of age and all perfect physical specimens. They were to have kept together, but a very bad storm scattered them. They were usually submerged from 15 to 16 hours a day, but the batteries would stand submersion of as long as 72 hours.

It was on the 10th of last July that the L-2 was in combat with a Hun sub, and "got her," too. The L-2 was on her way in to her base in Bantry Harbor in Ireland for repairs, and came up about dusk of a rainy, windy night, about five miles out from Fastnet Light. The surrounding waters seemed to be swarming with German subs. One of Heine's sub-sea craft submerged and so did the L-2, while other enemy subs passed back and forth overhead with alarming persistency. The L-2 released one of her 18-inch $7,000 torpedoes, of which she carried eight. There was a terrific explosion, and the German U-56 was sent to the bottom. The L-2 crew did not know what particular craft they had sunk until a few days later when they received advices from the British Admiralty, giving complete details about the U-56, which was on its way back to Germany after being out for 15 days. The German sub was about 300 feet long and was capable of about 20 knots. When sunk she was only 400 feet from the L-2.

One evening about dark as the L-2 came to the surface, the roar of an airplane overhead was heard by the officer on the bridge who soon felt the spatter of machine gun bullets striking all around him. It was a British plane, the pilot of which thought he was firing on an enemy craft. Recognition signals were given and the firing ceased, the pilot signalling that the only reason he did not bomb was because his releasing apparatus would not work. Several times the L-2 was fired upon by American and British destroyers at a distance of several miles, when only the periscope was visible. Again would a destroyer discover the smooth water caused by bilge pumped from the L-2 and begin dropping "ash cans," as the navy men call depth charges.

This was the life of the men aboard a sub for eight days at a time. Then there would be eight days in port. Once in two months each man would be given a seven-day shore leave with free railroad transportation anywhere in the British Isles. The only casualties suffered in the American submarine fleet were in the loss of Lieutenant Childs of Brooklyn, an officer on the L-2, who was lost when the British submarine aboard which he had been sent for instruction was torpedoed. Several seamen were lost during heavy weather by being washed from the deck of the submarine, which is only three feet across.

When the men were not actually at work they remained in their bunks, sleeping or reading, as the moving about of even one man destroyed the equilibrium of the craft. When she pitched, as she frequently did, at an angle of 75 degrees, the men laced themselves in their bunks with marlin and tried not to think of the nice steady bed at home. They slept hanging on with both hands and would often wake up to go on watch more tired than when they went to sleep. In a "real" blow, the bunks would slide off their hooks, and gravity, quite as effective undersea as above, would bring bed and men with a bump to the deck. The men wore leather suits lined with sheep's wool and were permitted to let their hair grow long in order to protect them from the cold (for the temperature inside was kept the same as the water) and also for protection against falls and blows resulting from cramped quarters and pitching of the boat. Except for influenza, which visited about 15 of the men, there was little sickness aboard the L-2. A few of the crew had ear trouble, resulting from the heavy air pressure, but Jedlicka's only trouble came from a nose broken when a bracing iron rolled out of place in a heavy blow and fell on his head. A fellow member of the crew set it quite satisfactorily. One difficulty was the abnormal appetites which the men had and their inability to take any exercise.

Jedlicka had narrow escapes on land as well as at sea. One day last May he was in Dublin during a Sinn Fein riot, watched the leaders of the revolution being arrested and the resentment of the angry mob until he decided this was too tame and decided to go to London. He arrived there on the night of the twentieth and walked up and down the street for a time deliberating over which of two hotels he would choose. He was very tired and went to bed. About eleven he was awakened by cries at his door, "Take cover, take cover!" He thought he was covered enough and besides he was too tired to be disturbed. In a few moments there was a terrible explosion and the crash of falling timbers mingled with the cries of terror stricken people. It lasted only a

very short time and "Ted" says he went back to sleep, realizing, however, that he had been in an air raid. At 3 o'clock the same thing was repeated and this time he lost no time in taking cover. He joined the hurrying, scurrying mob on the London streets, all going to refuges designated by pointing signs. This time the explosions were very close and a little later Jedlicka learned that the other hotel, at which he had almost stopped, and which was but two blocks away, was in ruins. The raid of May 20 was the most disastrous London saw.

In all the British Isles the only place in which the people were not pinched for food was in Ireland. When purchasing food ashore the men were given "warrants," slips of paper with their names and that of their ship. Attached to this were coupons, each calling for a staple food. This the restaurant keeper clipped when he was paid for the meal, and this he had to present at a wholesale house when he replenished his supplies, in order to get a like amount.

The trip back to the Philadelphia Navy Yard was a very rough one and for 14 days the men were unable to go on deck or to enjoy a bit of sunshine. On both trips across the Atlantic the L-2 took about four weeks.

Jedlicka brought with him a number of small souvenirs, interesting bits taken from enemy submarines and a replica of the famous Lusitania medal which was struck in Germany to commemorate the sinking of the Lusitania by a German sub-sea craft.

* * *

Account of the Services of Colonel Henry Clarke Coe, M. C.

(*From the Medical Times, July*, 1919.)

The host of American friends of Henry Clarke Coe, late professor of gynecology in the University and Bellevue Medical College, will be interested to know that he has been recently promoted to Colonel, Medical Corps, U. S. Army. Colonel Coe was the first civilian physician to be appointed a first lieutenant in the Medical Reserve Corps, this honor given him by his college classmate and life-long friend, President Taft, in 1908.

Colonel Coe's connection with the Medical Reserve Corps is too well known to necessitate rehearsing it; suffice to say, he has been the outstanding figure in this organization since its inception.

Colonel Coe was commissioned a major at the outbreak of the war and shortly thereafter went abroad. He was at one time chief surgeon in England and after going to France occupied many very important positions. At this moment he is the presiding genius of one of the largest hospitals in France, situated near Le Mans. Not long since *The Medical Times* received from Captain J. B. Schreiter, M. C., the history of Mobile Hospital No. 3, which was in existence from August 1, 1918, to August 12, 1919, and which did most brilliant work at Saint Mihiel, the Meuse and in the Argonne Forest. This little history is reproduced herewith, although it was published merely for the personnel of the hospital:

"The Commanding Officer arrived in Paris from Evacuation Hospital No. 1 on July 1, 1918, and at once began to take over the material from the French with the assistance of Capt. James Worcester, M. C., who had already been assigned to this unit. As soon as a camp was assigned at the Polo Grounds, Bois de Boulogne, the trucks and camions were assembled there, Besoneau tents were erected and a complete inventory was made and compared with French lists. The following personnel were assigned from various sources during the succeeding weeks: Officers, 14; nurses, 22; enlisted men, 98. It was necessary to obtain additional instruments and medical and surgical supplies from various depots in the A. E. F., which caused unavoidable delay in preparations for active service.

During the Chateau Thierry drive, all the personnel except a few enlisted men were detached and were on active duty at Coulommiers, Chateau Thierry, and at American Red Cross Hospital No. 2. The nurses were not recalled until a week before the organization left for the front. The hospital left Paris for the Toul-Lorraine sector by train August 21, 1918, arriving on August 22, and was assigned to the first army, temporarily attached to Evacuation Hospital No. 1. The tent hospital of two hundred beds was set up and a Besoneau tent was equipped for an operating room with eight tables, which was inspected by both the Chief Surgeon, A. E. F., and former Surgeon General Gorgas, who were pleased with its appearance.

"The St. Mihiel offensive began September 12, 1918, and between that date and September 15, 2750 wounded passed through Evacuation Hospital No. 1 and Mobile Hospital No. 3, eight surgical teams working smoothly in eight-hour shifts. Orders were received to move to Royamieux,

but these were rescinded and we were ordered to relieve Field Hospital No. 359, which was operating a hospital for medical cases in French barracks at Rosiere-en-Haye, eight kilometers south of Douilard. The Commanding Officer had previously inspected Douilard with a view to establishing a casualty clearing station there but decided that it was unsuitable, being under daily shell fire. Wounded were received from the divisions holding the sector north of Thiaucourt and Pont-a-Mousson. From September 24 to November 12, Mobile Hospital No. 3 exercised its true function as a C. C. S., handling only serious, non-transferrable surgical cases, all others being evacuated at once to Evacuation Hospital No. 1, six miles south. About two hundred cases were handled during the first two weeks, the mortality being heavy, as many patients died before they could be operated upon, the wounds being mostly from high explosives (long-distance bombardment).

"Four tables were in use with six surgical teams. Enemy aeroplanes came over constantly, but did not harm us nor did any shell fall within half a mile, in fact, the site was an ideal one as would have been demonstrated had our troops advanced eastward beyond the position which they held at the time of the armistice. On the evening of October 9, fire started in the x-ray room and the hospital was destroyed in spite of all efforts to subdue it. There was no loss of life, but all the instruments and much valuable material was destroyed. The tents were saved and by strenuous efforts lost articles were replaced and the hospital was ready for work in tents as originally planned. Many of the records were burned, so that it is impossible to give exact data in regard to the number of wounded, operations, and results.

"From November 12 to December 20, the hospital (now under the second army) remained at Rosieres ready to move to Germany, but it was not needed there. On December 20, we moved back to Evacuation Hospital No. 1, and camped in tents until January 20, 1919, when we moved to Le Mans, and were directed to proceed to Alencon, and operate as a camp hospital of two hundred beds, to serve the 37th Division, billeted in and near there. From February 7 to March 28, when that division moved to Brest, we handled three hundred surgical and medical cases, covering the area between Beaumont and Alencon. This area being abandoned, patients were evacuated to their units or to Camp Hospital No. 52, Le Mans, until the hospital was closed March 28, and moved to the forwarding camp, Le Mans, April 7, to maintain a five hundred bed camp hospital in this area.

"On April 11, Mobile Hospital No. 3 was made a 'skeletonized unit' (one officer and two enlisted men), the remaining eight officers, fourteen nurses and eighty-four enlisted men being transferred to Camp Hospital No. 120, their present organization, after nine and one-half months of active service. There were many changes in the personnel, as only six of the original officers, thirteen of the twenty-two nurses and sixty-five of the enlisted men remain. The health of officers, nurses and enlisted men throughout was good, only two deaths occurring during the time of service, Private George W. Campbell dying of meningitis while we were stationed at Rosieres-en-Haye, and Miss Charlotte Schonheit, A. N. C., of influenza while she was on detached service at Evacuation Hospital No. 1. It must be said of this hospital that its officers, nurses and men remembered that their first duty was the care and comfort of the patients, which we know was appreciated by the many letters received from gratified patients after leaving."

The medical officers who are interested in the Medical Reserve Corps are anticipating the return of Colonel Coe to this country. Many expressions have been heard that if the interests of the corps are considered the War Department could do no better than to order Colonel Coe to Washington for the purpose of reorganizing the Medical Reserve Corps, the members of which have done such valiant work during the war.

* * *

The 77th Division, A. E. F.

By Major Archibald G. Thatcher

(*306th Inf., 77th Div., A. E. F.*)

Every Long Islander is interested in the 77th Division, first because the majority of Long Island men serving in the United States Army were in this division and secondly because its training camp, during that cold and icy winter of 1917-1918, was located at Camp Upton, near Yaphank.

The record of this division is one of which every New Yorker and every American may well be proud. A comparison of its achievements with those of the other 28 combat divisions of the American Army in France places it in the front rank.

The 77th Division was the first National Army Division to be sent to France and one

of the last to be returned to the United States. It gained more ground against the enemy than any other American Division, advancing 79½ kilometres, or about 45 miles. The next division in ground gained, advanced only 60 kilometres. The average of the 29 combat divisions was 17 miles. The advance of the 77th Division was, therefore, 29 miles above the average of all the 29 combat divisions advancing against the Germans. There was only one other division which remained longer in the front lines in face of the enemy without relief than the 77th Division which was in line 23 days during a single period.

The 77th Division was first in the number of officers awarded the Medal of Honor. It was third in the total number of Medals of Honor awarded, eighth in distinguished service crosses, eighth in gallantry certificates and seventh in the number of Legion of Honor. It was ninth in the number of battle casualties.

The 77th Division was the only division which "combed" the Argonne Forest from the point of attack to the end. Other divisions which participated in the Meuse-Argonne offensive proceeded along either side of the forest but did not completely pass through.

This division after its arrival in France in April, 1918, was first placed in a training area with a British division East of Calais behind the line of Ypres-Arras. While there many of its officers and non-commissioned officers were sent up to the British front before Albert, then held by the Germans after their famous attack, which began on 24 March, 1918. The baptism of fire received by our men was a hot one but a most valuable experience for what was to come.

From this British area, the division was moved, in May, to the Baccarat Sector in Lorraine, where they took over a rather quiet front line sector. Thence in the latter part of July, the division was shifted and took over a very active and severely contested front line position on the River Vesle, extending practically from Bazoches on the left to the Chateau du Diable near Fismes on the right. Although the Argonne Campaign is better known, the sufferings of our officers and men on the Vesle, and the number of their casualties were probably as great, or greater than in the famous attack through the Forest. From the Vesle the division forced the fighting and pushed on to the River Aisne, where they were relieved in September in time to be shifted around to take part in the Argonne Campaign, which opened after a terrific artillery preparation on 26 September, 1918. From that date until 16 October, the division attacked daily until it had pushed through the Forest and gained the heights north of the River Aire.

Space forbids that reference be made to more than one or two of the incidents which occurred during that advance. Probably the best known, and one deserving of the highest praise, was the famous stand and refusal to surrender in face of heavy casualties of the famous so-called "Lost Battalion" commanded by Major Whittlesey. The record made by the men of that battalion and the companies which were attached to it, was one of the finest examples of courage and determination shown by American troops during the war. Although temporarily cut off and surrounded, the battalion was never, correctly speaking, "lost," its position being at all times substantially known. The battalion did not only all that it was called upon to do, but did it in exact conformity with the orders of the Division Commander who directed that it should advance to and hold a certain position in a particular way. The reason why the battalion became surrounded was due to the failure of troops on its right and left to make the advances which had been expected of them.

Among the many amusing, as well as trying, incidents that occurred during the Argonne advance, was one which will doubtless appeal to every Long Island duck-hunter. During the advance of one of the battalions of the 306th Infantry, through the Forest where the trees and underbrush were thiner than usual, a German airplane was observed approaching and at an unusually low elevation. In such a situation it was of the greatest importance that every man should keep his face down for if a large number of men look upward, their faces become visible to the aviator. The battalion commander having a large number of Long Island men under him, thought the most effective order that he could give was to shout *"You Long Island duck hunters, keep your faces down!"* knowing that every man who had had any experience in duck hunting would appreciate the importance of not showing his face to anything flying above it. The order was thoroughly understood and carefully obeyed, with the result that although the plane flew not more than three or four hundred feet above the heads of the battalion, the aviator did not open fire.

Members of the Board and Examining Physicians Seated. From Left to Right—Isaac G. Terry, John J. Gibson, Chairman; Dr. B. C. Andrews, Dr. Frank C. Overton, Dr. W. P. Kolb, Dr. F. S. Squire, Dr. Guy H. Funell, Examining Physicians. Dr. Charles P. Frieman, Dentist. Ralph S. Pullis, Clerk of the Board Late Succeeding John J. Gibson as Chairman. Clerks Standing.

THE SELECTIVE DRAFT

A Short History of Its Organization, Personnel, Duties and Accomplishments

By RALPH S. PULLIS

LET us first note the dates on which Congress passed the laws which governed the work of Local Boards:

On May 18th, 1917, the "Selective Service Law" was approved.

On October 6, 1917, the "War Risk Insurance Law" was approved. Amendments and additions to these laws were made on February 12th—March 8th—March 16th—April 2nd—May 9th—May 20th—June 3rd—June 25th—July 9th-11th—and August 31st, 1918.

One can readily see that the task of keeping pace with the changes in the "Rules and Regulations" was not an easy one, but one which demanded constant study and close attention.

The first Registration under this law took place on June 5th, 1917, and covered the ages from twenty-one to thirty-one (21 to 31) years.

The second, a year later, was held on two days, June 5th and August 24th, 1918—and included those who had become twenty-one years of age since the first registration.

The third one on September 12th, 1918, extended the age limits downwards to eighteen (18) years and upward to forty-five (45) years.

The task laid out by the Selective Service Law was as tremendous as it was important. Scattered throughout the breadth of the land there were organized four thousand six hundred and forty-eight (4,648) Local Boards, one hundred and fifty-five (155) District Boards and fifty-two (52) State Headquarters. These headquarters were under the guidance of the Governor through the Adjutant General.

In charge of the operations of the Selective draft was E. H. Crowder, Provost Marshal General—at Washington.

In order to save time and divide the labor, all orders went from Washington to the State Headquarters and from there were relayed to the several Boards within the state. Only in specified cases or under special conditions did the Local Board have direct communication with the Provost Marshal's Office.

The district covered by our own Local Board No. 2, was a large and difficult one to handle, taking in all that territory from the Babylon Town line on the west to a line running through the village of Eastport and Manorville on the East—and from Ocean to Sound.

In many cases it was a hardship for our registrants to respond to our orders; however, it is to their credit that very few failed to respond cheerfully and willingly.

The number registering within this district was as follows: First registration, 2,698; second registration, 195; third registration, 5,423; a grand total of 8,317.

The table following shows the number of men called—rejected, accepted, etc., from this district:

Called into service	724
Total inducted	781
Accepted at camps	743
Rejected at camps	30
Rejected by cancellation of draft	40

The apparent confliction in these figures is accounted for by inductions under "Competent Orders" where the individual made application and was allowed immediate induction, these not being included in the number "Called."

The net expenses for the Local Board during its existence were $7,842.97, or $10.55 for each man accepted. The per capita cost per man accepted, covering the entire country, was $11.34. The cost per man under the Civil War Enrollment Act was $227.71.

So much for the work accomplished and its cost. Now, let us see how this was done and by whom. But, first, the writer wants to state that he is not trying to vindicate any action taken by the Board or any of the many decisions which it made. These are all of the past, but we sincerely hope that they were right and just to all.

The original Board members for this district as appointed by Governor Whitman

were John J. Gibson, Bay Shore; Isaac G. Terry, Sayville, and Dr. B. C. Andrews of Islip, Long Island. As organized they assumed positions as Chairman, Secretary and Physician, respectively.

The Registration having taken place the real work began, numbering these 2,698 names. This meant much tedious work and volunteers, as well as the board members and their paid helpers were kept busy for some days before this was finished.

It was during this time that the writer became engaged in the work.

Our registration cards had been given their Serial number, just numbered without regard to special arrangement.

Next came the real work of assigning the Order Numbers from the Master List. The Order Number was to control and determine the order in which the persons whose registration cards were in the possession of the Local Board were liable to be called for service. But few understood how this work was done and although the principle was easy the task was a tedious and trying one.

This "Master List" was made in Washington under the direction of the Secretary of War and prepared in the following manner: Numbers from one to 10,500 were placed in a jar and drawn, one at a time. The first number drawn was placed at the top of the column, the second drawn was placed next below and this order was followed until all numbers were drawn and so placed on the list.

To properly begin our work, we took our Master List and crossed out each number which was higher than the highest Serial number on any of our registration cards.

Having 2,698 registrants, this must be our highest Serial number, so our revised Master List now contained no higher number than that.

The first number on the Master List was 258.

The second number on the Master List was 2,522.

The third number on the Master List was 9,613.

The fourth number on the Master List was 4,532.

The fifth number on the Master List was 10,218.

The sixth number on the Master List was 458.

We had no numbers 9,613, 4,532 or 10,218 and consequently these were crossed off. Our cards being filed in the order of their Serial number we first found Serial No. 258. This number was No. 1 on the Master List, and so was assigned Serial "Order No. 1." Serial No. 2,522 being the second, was assigned Order No. 2. Having crossed out the 9,613, 4,532 and 10,218, No. 458 became Order No. 3, and so on down the list.

This sounds so easy now that it is over, but we remember well how persistently those figures would lose themselves or get into the wrong place.

And then the typewriting of our lists—Registration List—Alphabetical List—Serial List and Order List 2,698—names on each one and four (4) full copies of each!

You may be sure that this meant tired backs and eyes for the loyal girls who spent so many days at our machines. Dorothy Long, Amy King Frieman and Christine Hubbard surely did their part from early until late. It made no difference how hot or cold or how hard it rained, they were always to be depended upon.

Then came orders to begin the physical examinations and consideration of claims for exemptions. We set a date, ordering seventy-five (75) men to appear at nine o'clock in the morning and seventy-five (75) others to appear at 1.30 P. M. of the same date. Six or seven physicians having volunteered to help examine, we proceeded.

If, under the prescribed rules, the registrant was found to be physically unfit for Military Service, he was given a discharge. But, if found fit for service, he was held and then allowed to file a claim for exemption or a deferred classification. Claims were allowed under several heads, such as dependent wife—children or parents—Sailors and Mariners; Necessary workers in the Government employ; Minister; Agricultural claims as Farmers or Farm helpers, etc. All agricultural claims went to the District Board with the opinion of the Local Board, but the final decision rested with the District Board. All other claims were decided by the Local Board except in case of appeal from their decision. Our decision as to physical fitness was also subject to appeal in which case the registrant was re-examined by the Medical Advisory Board covering this district.

The days following these examinations were spent in considering the claims for exemption or discharge, and this was by far the most serious part of the work of the Local Board Members, a duty that could not be approached lightly or listlessly. Their decisions were to be too far reaching, for they meant the breaking up of home ties,

the parting from father, mother, brother, sister, wife or children—or possibly all of these.

These decisions must be fair to all of these; it must be fair to the Government: If John was exempt from service, George would have to take his place; so the decision must also be fair to George.

Before this mass of work was finished, changes were made in "Rules and Regulations." New standards regarding the physical fitness of registrants were issued. This meant a review of the claims and many re-examined where physical discharges had been allowed, and it also caused much misunderstanding and disappointment among the registrants as well as added work for the board.

And now came the first break in the personnel of the board and an increase in the clerical force. Dr. Andrews retired and Dr. F. L. McCrea of Port Jefferson became the physician member and Mr. L. A. Walker of Bay Shore received appointment as clerk. Closely following these changes, Ralph S. Pullis of Bay Shore received the appointment and took the place of Mr. Gibson, resigned. The board as re-organized was now R. S. Pullis, chairman; I. G. Terry, secretary, and Dr. F. L. McCrea, physician. Mr. Walker advanced to chief clerk and Miss Christine Hubbard engaged as clerk, having up to this time been a volunteer worker.

Later, as more help was required, we were authorized to induct into the service a man from the special service list who was qualified to act in a clerical capacity, and have him assigned to duty with the board. Joseph Leek of Islip, Long Island, was chosen for this post and so we had with us a regular soldier—all but the gun. Private Leek proved to be a good soldier and companion. When he said "Positively *yes*," you were sure that he meant it.

Then came the much talked about "Questionnaire" and the necessary changes in rules. We now started anew by sending one to each registrant, who was required to fill out all data, make such claim as he felt applied to his particular case, make affidavit as to the truthfulness of his statements and return to us within the specified time.

All during the time in which these were being sent out, Volunteer Advisory Boards were sitting daily at specified places, in the several villages, where the registrant was advised to go in order that he might receive proper advice in filling out the answers and making the necessary affidavits required in the Questionnaire, a Notary Public being present for that purpose.

The preparing, mailing and checking up of this work was a bigger job than one can realize, and even the boys in the postoffice were glad when it was finished. As the Questionnaires were returned they must be classified, checked on the Classification List as to dates mailed, returned, classification claimed, allowed or disallowed, physical qualifications, appeals, etc., and then filed.

Many long tedious days and nights were spent in going over these claims. Some were easy to decide on the facts and figures given, while others would have conflicting statements or lack some essential item. In some cases, the Questionnaire would be returned for further details, in others, the registrant would be ordered to appear in person.

The board was always glad to have an interview with a registrant as it allowed us to clearly show our point of view and in most cases, a registrant would leave satisfied with the final decision.

During this period of our work many amusing instances came before us, and in part counterbalanced the serious ones. It was a continuous study of human nature with its many types. Some were determined to escape service while others were just as determined to enter it, if not in one branch then in another. As an example of the latter type the following is an incident which took place:

A man with a worried expression came in the office. "My name is Guy ———; I heard that you are looking for me." He was told that he should have been examined on a certain date, but failing to appear as ordered he was now recorded as a delinquent. Now that he was there, we would examine him and no harm was done—but should he prove to be physically qualified he would be sent direct to camp. After his examination, he came to the writer, all smiles and his eyes shining. I remarked that I guessed he had been turned down. "Why," he said, "I am the happiest man in the world. The doctor says that I'm in fine shape. Can I go to camp in the morning? If so, I'll be here." Some time after he had been in camp I met him. He said that he liked it fine! "Oh, I put it over on you people." "Why—how?" I asked. "Why, I tried to get into the 73rd but was turned down. Then I registered with you fellows

and gave my age as thirty. I didn't have to, for I am past thirty-three."

I received a nice letter from him since his return. He is settled in the West and doing well.

There were more of the opposite type, but still not a very great number.

One had lately lost the index finger of his right hand. He was sent to camp but came back in a couple of days with a "physical discharge." But he went back later and stayed.

One claimed the support of a widowed mother who needed him on the farm. He had three or four brothers also on the farm, all older and outside the draft age. We couldn't allow the dependent claim and the District Board denied the agricultural claim. A few days later he came back with an unrecorded deed, dated the previous day. His mother had made out that deed so he could file a claim as "Necessary Farm Owner." He went to camp.

And then the young fellow who claimed a dependent wife and children, paid house rent, etc. Everything seemed straight, so we allowed the claim. A few days after the father-in-law came in and said that he had been supporting his daughter and her children for the past year; that —— was living with his people and had given his wife absolutely nothing. Necessarily, we reversed our former decision and William went into the service, assigning one-half of his wages and the allotment to the wife.

One must not think that this constituted the entire work, for all during this time we were sending men to camp under the different calls. The regular calls sent men to Camp Upton in groups of from 15 to 90 or 95 men. Special service calls took smaller groups to Pelham Bay, New York. Competent orders took individuals to various camps in Pennsylvania, Virginia, Maryland, Florida, Texas, and some of the Western States. And later students were inducted into service and assigned to certain colleges to complete studies in special branches.

In sending these men to camp, the government through the Local Boards provided railroad fare, and where the trip was a long one sleeping cars and meal tickets as well.

And here let us record the thoughtfulness and loyalty shown by those ever ready groups of women and girls, the "Patriotic Gardeners" and the Red Cross. On entertainment days, they were sure to be on hand and with a "kit" for every man. In addition there were enough autos to take the men to Camp Upton—a "Gardener" in every car, for company, and a stop-over for sandwiches and coffee at Patchogue which helped break the monotony of the trip.

These were gala days and will long be remembered by the boys who went. As our auto train of 25 or 30 cars picked its way into camp, one would frequently hear an officer remark: "Some lucky boys!"

But too much space must not be given to this line of thought.

Later came the second registration, on June 5th and August 24th, 1918. On these days, all who had become twenty-one years of age since June 5th, 1917, were required to register at either the headquarters in Bay Shore or Patchogue or Sayville or Port Jefferson.

The same system of numbering and listing took place for these new ones.

And then came the big registration of September 12th. Plans for this were of necessity made well in advance, and provision was made for a registration place to be opened in every election district within our jurisdiction.

At least two registrars had to be sworn in for each place. Each village and hamlet had to be canvassed for competent people who would volunteer to do this work. Then, too, cards, instructions, etc., had to be distributed.

The big day finally came and we soon found that everywhere the number of registrants would exceed the estimated number for which provision had been made. Soon word came that Islip would need more cards. Then Bellport telephoned that they wouldn't have any cards left by noon. We started off in a mad rush to supply those who were getting short. But it kept getting worse. Babylon headquarters wanted help, and when told of our condition said they were going to call on Supply Headquarters in New York to send a messenger out with some. Then a few minutes later Babylon said that there were plenty of cards in New York, but all messengers were out delivering, for everywhere the same condition existed.

Right on time, as usual, were Amy and Christine. "Give me an order," said Amy. "Christine can take me to Babylon in the car. I can catch the train from there and be back on the 2:30." And she did.

Then we started out on the road again—no limit for speed, except the power of our volunteer car and an able driver.

A stop at each one of the booths from Bay Shore to Eastport and Manorville and up

to Brentwood, Central Islip and Bohemia. Some ride! Hutton was too young for the service but he surely could drive a car!

Then after six o'clock we had to gather up the returns.

This had been a hard day for the Doctor, too, for he had been back and forth over the north and middle sections of the district, but fortunately they had plenty of cards.

At nine o'clock we were back at headquarters with all returns in, and by working until 3 A. M. had everything in shape for our volunteer army to start to work in the morning.

Again came the numbering and listing and a new Master List to be fought with. And more Questionnaires, and more weary days and nights. Always the same old thing—but at times interwoven with something to change the monotony a little.

And so our work went on until suddenly one day an unusual noise and then another, and some more—then a bell started to ring. Someone said that the war was over; then the fire alarm started and work stopped—it just had to.

But you will remember that it was a false report and so the next morning we again started the grind and continued until November 11th, when the noise came again.

Following this date, orders came thick and fast: "From a certain date, stop this or that." "Start with a certain date and do this, completing at the earliest possible moment and report"—etc., etc.

The pride, the sorrow, the sacrifice and the patriotism of the entire nation were contained within the records of the Local Boards. These records must be preserved, for they contain a record of the Nation's man power and a valuable accumulation of data upon the physical, economic and industrial condition of our people which would be of much value to the physicians and historians of the future.

And so we arranged our records in accordance with instructions crated and shipped them to Washington March 31, 1919, and the Local Board No. 2 of Suffolk County ceased to exist, except in memory.

This book is intended to be a record of the accomplishments attained by our local representatives in and during the great emergency—a book that will go into the homes of those who were most vitally interested, our Soldier and our Sailor. But the writer of this section feels that it would not be amiss to add a few of the national accomplishments, figures and records, that have not been available to the general public for the reason of their being given out only in the vast government reports.

The following are the official figures of the results of the three registrations:

Registration	Age Limits	Total Registered	Inducted	Per Cent
First and second..	21 to 31 18 to 20	10,679,814	2,666,867	25
Third	32 to 45	13,228,762	120,157	1
Alaska, Hawaii and Porto Rico	18 to 45	325,445	23,272	7
Totals		24,234,021	2,810,296	12

Our total male population was about fifty-four million (54,000,000). The first registration, 18 per cent; the second registration, 2 per cent; the third registration, 25 per cent; in service, not registered, 3 per cent; 48 per cent, or about 26,000,000 of the entire male population in service or registered.

From the total registration of 24,234,-021 men, a few more than 2,800,000 were inducted into military service.

When war was declared, there were two hundred thousand (200,000) men in the army, of which two-thirds were regulars and one-third National Guardsmen. When was ended, this force had increased to twenty times its size and four million (4,-000,000) had served.

Of every hundred men in service ten were National Guardsmen, thirteen were Regulars, and seventy-seven belonged to the National Army, or would have if these services had not been consolidated and these distinctions wiped out.

Two out of every three American soldiers who reached France took part in battle. The number who reached France was two million, eighty-four thousand (2,084,000), and of these one million, three hundred and ninety thousand (1,390,000) saw active service at the front.

From the middle of August until the end of the war the American Divisions held during the greater part of the time a front longer than was held by the British. In October, the American divisions held 101 miles of line, or 23 per cent of the entire Western front.

In the Battle of St. Mihiel five hundred and fifty thousand (550,000) Americans were engaged, as compared with about 100,000 on the Northern side in the Battle of Gettysburg. The artillery fired more than one million (1,000,000) shells in four hours, which is the most intense concentration of artillery fire recorded in history.

At the time of signing the armistice, the Signal Corps was operating 282 telephone

exchanges and 133 complete telegraph stations. The telephone lines numbered 14,956 reaching 8959 stations. More than 100,000 miles of wire had been strung. The peak load of operation reached was 47,555 telegrams a day, averaging 60 words each.

The highest troop carrying records are those of July, 1918, when 306,000 soldiers were carried to Europe, and June, 1919, when 364,000 were brought home to America.

During our nineteen months of war more than 2,000,000 American soldiers were carried to France. Half a million of these went over in the first thirteen months and a million and a half in the last six months. See table, page 151.

The American cargo fleet reached the size of 2,700,000 dead-weight tons and carried to Europe about 7,500,000 tons of cargo. Included in the cargo shipment were 26,994 standard-gauge freight cars, and 1,791 locomotives of the 100-ton type. Of these, 650 were shipped set up on their own wheels, so that they could be unloaded on the tracks and run off under their own steam. Shipment of set-up locomotives of this size had never been made before. Motor trucks to the number of 47,018, and when fighting ceased were being shipped at the rate of 10,000 a month. There were also shipped 68,694 horses and mules, and at the cessation of hostilities these were being sent over at the rate of 20,000 per month.

Our cargo ships averaged one complete trip every seventy (70) days and our troop ships one complete trip every thirty-five days.

The greatest troop carrier among all the ships was the Leviathan, which landed 12,000 men, or the equivalent of a German Division in France every month.

The fastest transports were the Great Northern and the Northern Pacific, which made complete turn-arounds, taking on new troops and starting back again, in nineteen (19) days.

Of every one hundred American Soldiers and Sailors who served in the war with Germany, two were killed or died of disease during the period of hostilities. For every man killed in battle, six were wounded. Five out of every six men sent to the hospitals on account of wounds were cured and returned to duty.

Pneumonia killed more soldiers than were killed in battle.

The number of American lives lost was 125,500.

Russian battle deaths were thirty-four (34) times as heavy as those of the United States, those of Germany thirty-two (32) times as great, the French twenty-eight (28) times, and the British eighteen (18) times.

The total battle deaths of all nations in the war were greater than all the deaths in all the wars in the previous hundred years.

"The stream of supplies going forward to an army may be likened to the water delivered against a fire by an old-fashioned bucket brigade. For every pailful thrown on the fire there must be many that have been taken from the source of supply and are on the way."

The following list is of the total deliveries during the war of some of the common articles of clothing—the total cost of which was more than $1,000,000,000:

Wool Stockings, pairs	131,800,000
Undershirts	85,000,000
Underdrawers	83,600,000
Shoes	30,700,000
Flannel Shirts	26,500,000
Blankets	21,700,000
Wool Breeches	21,700,000
Wool Coats	13,900,000
Overcoats	8,300,000

The Quartermaster's records show that during the hard fighting from June to November, the enlisted man in the A. E. F. received on the average: Slicker and overcoat every five months; blanket, flannel shirt and breeches every two months; coat every 79 days; shoes and puttees every fifty-one days; drawers and undershirt every thirty-four days; woolen socks every twenty-three days.

The war cost the United States considerably more than one million dollars ($1,000,000) an hour for over two years.

The direct cost was about $22,000,000,000, or nearly enough to pay the entire cost of running the United States Government from 1791 up to the outbreak of the European war.

Our expenditures in this war were sufficient to have carried on the Revolutionary War continuously for more than 1,000 years

at the rate of expenditure which that war actually cost.

During the first three months our expense was at the rate of $2,000,000 per day. During the next year, it averaged more than $22,000,000 a day. For the final ten months of the period from April, 1917, to April, 1919, the daily average was over $44,000,000.

The army expenditures were less than two-thirds of our total war costs, but they are nearly equal to the value of all the gold produced in the whole world from the discovery of America up to the outbreak of the European war.

The total war costs of all nations were about $186,000,000,000 (one hundred and eighty-six billions), of which the Allies and the United States spent two-thirds and the enemy one-third.

THE AIR STATION AT BAY SHORE

(*In reply to a request to the Hon. F. C. Hicks for a short account of the Naval Air Station at Bay Shore, the compiler of this book received the following.*)

Navy Department
Office of Naval Operations
Washington
August 20, 1920.

Hon. F. C. Hicks,
House of Representatives,
Washington, D. C.

Dear Governor:

In reply to your recent letter requesting information about Bay Shore, I am inclosing copies of correspondence in connection with the taking over of this station by the Navy from the Naval Militia in 1917, and a short history of the station written after the armistice. The Naval Militia personnel of the station in May, 1917, is given in detail with a list of instructors and the first class of aviation pupils at Bay Shore. From the inclosed history you will notice that the complement of the station at the time of the armistice consisted of about 800 men and 55 officers.

It was commanded at various times by the following officers:

Lieut. A. C. Read, U. S. N., June 19, 1917, to Oct. 4, 1917; Lieut. C. P. Mason, U. S. N., Oct. 10, 1917, to Dec. 15, 1917; Lieut. Wm. Masek, U. S. N., Dec. 15, 1917, to April 15, 1918; Lieut. N. B. Chase, U. S. N., April 15, 1918, to Feb. 26, 1919.

A letter has been written to Commander Read expressing the desire of the citizens of Bay Shore for a small article by him and requesting that he either forward this article direct to you or to me, in which case I will send it along to you as soon as received. Please let me know if any further information is desired concerning the activities of Bay Shore.

With best wishes, I am
Yours faithfully,
THOS. L. BRAVE.

* * *

June 2, 1917.

From: Commodore, Naval Militia
To: Division of Naval Militia Affairs
Subject: Aviation Camp at Bay Shore, L. I.
Enclosures:
Muster Roll, Aviation Camp
Daily Routine, Aviation Camp
Linwood Hotel Proposal
Report of Surgeon MacEvitt
List of Instructors and Aviation Pupils

1. The following information is transmitted for the information of Commander N. E. Irwin, U. S. N., Bureau of Operations, who visited Bay Shore in company with Lieut. John T. Towers on May 28th.

2. *Location*—The camp is located in the Village of Bay Shore, Long Island, immediately west of the town, on a peninsula jutting into Great South Bay. In area, it is about eight acres, and is under lease to the Government at a rental of $1 per year for the duration of war. It is bounded on the North by the O-Co-Nee Improvement Company's property; on the west by Lawrance Creek; on the south by Great South Bay, and on the east by a shallow dredged inlet. It is accessible from the village by roadway from north, and from the east by a temporary foot bridge built across the shallow inlet referred to. A blue-print of this property was forwarded to the Department under separate cover on June 1st. The property was originally a sandy spit, only a few inches above the water; but this has been raised by pumping out sand from the creek and the inlet, and covering it with top soil, on which it is proposed to sow grass seed.

3. *Buildings* — There have been constructed on the property on the part marked "First Battalion" (see blue-print), Buildings Nos. 1, 2, 3, 4, 5, 6, 8, 9, 10, and the 12-foot wide board runway. The timber for the erection of Building No. 7 is on the premises. On the part marked "Second Battalion" (see blue-print), Buildings Nos. 1, 2, 6, 10, Dock No. 3 and Crane No. 4 have been constructed. These buildings, etc., have been built by private subscription, and an appraisal of same is being held with a view of asking the Navy Department to purchase same, in order that all the buildings on the camp site may be Government property. There are also about ten tents on the property.

(a) These buildings were started before war was declared and when it was proposed to have merely the State Camp at this place. Now that the property has been made a Federal camp, it is proposed in case the Government refunds the money expended

from private subscription to remodel the buildings, excepting the three hangars, and erect new buildings, if necessary, for general use of the camp, as follows:

Office building
Hospital
Isolation building
Guard house
Store house
Repair shop
Oil house

(b) There has been subscribed $1000, which is being held in hand by the National Special Aid Society for a hospital. Requisitions covering remodeling or erection of all these buildings have been prepared, and will be forwarded.

4. *Winds and Flying Course*—The prevailing winds at this station in the summer season are from the southwest. A circular flying course has been laid out in the Great South Bay, having a diameter of about three miles and a depth of water from 7 to 9 feet.

5. *Flying Machines*—There are at the camp at the present time the following flying machines:

2 Burgess-Dunn Flying Boats.
1 Curtis Flying Boat.
1 Curtis N-9.

6. *Boats*—There should be sent to the camp two suitable working boats, and at least three fast boats. There is a small power dory at the camp now, but it is privately owned. It can be used until proper working boats are available. For use in case of emergencies, the three speed boats should be sent as soon as possible. It is understood that one speed boat called the "Highball" will be ready for Bay Shore within the next ten days, and other boats are being inspected and will be recommended for purchase if found suitable.

7. *Water Supply*—Water has been piped in from the town of Bay Shore. It has three outlets in camp, and more can be made if necessary. Three shower baths are being donated to the camp, small buildings necessary for which have been erected.

8. *Electric Light and Power*—Wires are now up, and there is alternating current of 110 volts available for the camp.

9. *Fire Apparatus*—There are now patent fire extinguishers in the frame buildings in the camp and six fire buckets. There should be at least one dozen more of these, and they were requisitioned for under date of May 12, 1917, but have not yet been supplied.

10. *Sanitation* — The sanitation of the camp is looked after by Surgeon J. C. MacEvitt, and his report of the sanitary condition is enclosed herewith.

11. *Personnel*—Lieut. Commander F. R. Lackey is in charge of the camp as the personal representative of Admiral Usher, but his duties are not in connection with aviation training. In addition to Lieut. Commander Lackey, there are 6 officers and 89 men now in camp for aviation duties, and it is expected there will ultimately be about 140 men stationed there for this purpose when all of the aviation details of New York State are ordered to this camp.

12. *Camp Guards* — It is believed that there should ultimately be a camp guard of at least 25 enlisted men for the performance of guard duty at the camp and for watch and fire patrol duty at the Hotel Linwood, if this hotel is leased for the housing of the personnel. This camp guard will be reinforced for certain specific duties, such as boat work, with which it is believed the aviation members should be familiar; but, in general, it is thought that the men attached to the aviation sections should be relieved, as far as possible, from the details of guard work.

13. *Instruction*—Of the officers now in camp, the following are available for instruction:

Lieut. Lee H. Harris.
Lieut. (j.g.) Charles H. Ruttan.
Ensign Samuel S. Pierce.

When the Aviation Section of the 4th Battalion is ordered to Camp, Ensign J. B. R. Verplanck will be available as an instructor. There are six other officers or men in camp who it is expected to use as instructors within a week after they begin flying, as most of these men now have licenses. At the suggestion of Capt. Irwin, I am enclosing a list of the first class of instruction at this camp. The second class is being selected by the aviation officers in the camp, and as soon as a man is qualified in the first class, one of the second class will be moved up into his place. Schools of instruction are being planned, and all men who came to camp expecting to become flyers will receive instruction as mechanicians while they are awaiting their course in flying. It is hoped that with the machines (10) that the Department will deliver between now and the first of August, 40 men will be qualified as flyers before the flying season ends at this camp.

14. *Navy Aviator and Skilled Mechanics* —It is recommended that the suggestion of

Lieut. Towers that a regular navy aviator and a corps of from four to six skilled mechanics be sent to this camp be adopted, and that these men—particularly the aviator—be sent at the earliest possible date.

* * *

HISTORICAL DATA OF THE UNITED STATES NAVAL AIR STATION, BAY SHORE, LONG ISLAND, NEW YORK

May 1, 1919.

The United States Naval Air Station, Bay Shore, Long Island, New York, was organized by the Naval Militia of the State of New York, Second Battalion, some time around May, 1916. It was organized for the purpose of training national naval volunteer men for flying and aviation work. At the time this station was first organized it consisted mainly of national naval volunteer officers and men who originally planned and built the station. It was not until war was declared that this station was to act as a patrol station to operate in certain designated areas, which of course was done by means of seaplane patrols. Very little experimental work was performed at this station. Of course since the inception of the station various experimental tests were made by the officers and men of the above mentioned organization in the line of flying machines and minor tests. These included the tests on the Loening seaplane, which took place after the station was officially taken over by the Department about August, 1917. The experimental work on the Loening seaplane was performed by outside interests, with the sanction of the Navy Department.

The station is located about a mile and a half from the Long Island Railroad station, and is reached by automobile. The site is well located, being about a mile from the town proper. The land is very level, but is rather sandy, evidently being filled-in ground, which is apt to cause the buildings to settle somewhat.

The construction work was begun, as above stated, as far back as the spring of 1917. At that time the station consisted of four single hangars, and one large hangar, which was under construction, capable of housing six seaplanes. The actual construction did not begin until about October or November, 1917, and was stopped about December, 1918.

The station is neatly laid out, being so arranged that the hangars, machine shop, blacksmith shop, etc., are all near the beach. The hangars are large and roomy, providing ample space for the housing of seaplanes, and if necessary, wings, motors, etc. The carpenter, paint and wing doping shops are exceptionally large, providing plenty of air and light. This station has grown from a few small shacks to fifty modern up to date buildings with all improvements, such as light, heat, etc., as follows:

Administration building, known as Building No. 1.

Hangar No. 4, known as Building No. 2.

Hangar No. 5, known as Building No. 3.

Boat house, known as Building No. 4.

Lumber storage, known as Building No. 5.

Motor testing shed, known as Building No. 6.

Oil reclaiming plant, known as Building No. 7.

Wing doping and carpenter shop, known as Building No. 8.

Machine shop, known as Building No. 9.

Aviation store room, known as Building No. 10.

Hangar Nos. 1, 2 and 3, known as Building No. 11.

General store house, known as Building No. 12.

Transformer house, known as Building No. 13.

Boiler house, known as Building No. 14.

Pipe shop, known as Building No. 15.

Sump house, known as Building No. 16.

Garage, known as Building No. 17.

Clothing and small store, known as Building No. 18.

Garbage house, known as Building No. 19.

Electrical shop, known as Building No. 20 and 21.

Commissary store room, known as Building No. 22.

Men's quarters No. 4, known as Building No. 23.

Wash house (south), known as Building No. 24.

Men's quarters No. 2, known as Building No. 25.

Mess hall, known as Building No. 26.

Men's quarters No. 1, known as Building No. 27.

Wash house (north), known as Building No. 28.

Men's quarters No. 3, known as Building No. 29.

Public works office, known as Building No. 30.

Copper and blacksmith shop, known as Building No. 31.

Officers' quarters, known as Building No. 32.

25-yd. target range, known as Building No. 33.

Ordnance Building, known as Building No. 34.

Bomb house, known as Building No. 35.

Tool shed P. W. D., known as Building No. 36.

Hospital, known as Building No. 37.

Isolation ward, known as Building No. 38.

Pigeon house, known as Building No. 39.

Y. M. C. A., known as Building No. 40.

Guard house, known as Building No. 41.

Officers' Club, known as Building No. 42.

Incinerator, known as Building No. 43 and 44.

Magneto shop, known as Building No. 45.

Barrack, known as Building No. 46.

At the time the station was started it had a complement of about seven officers and one hundred men, and at the time of the signing of the armistice had a complement of about eight hundred men and fifty-five officers.

As regards the seaplane complement, it has grown from a complement of less than one half dozen machines to more than forty-six machines. The machines consisted of aeromarines, R'6's, N'9's, "H" boats and "F" boats.

Wonderful progress was made here during the war, as is evidenced by the records on file with the Department, in spite of the fact that many handicaps existed, such as bad working facilities, construction work being carried on, etc. The complement was divided into two squadrons, consisting of the 13th and 14th Squadrons, and was made up as elementary training station for students undergoing the usual training necessary to qualify for naval aviators. Ground school work was conducted as gunnery, semaphore, etc. As high as 1000 men were trained. These men went through the Aviation School, which classes consisted of a class for machinists' mates, quartermasters, carpenters' mates, coppersmiths and blacksmiths. These classes usually lasted about one month, at the end of which period examinations were held and those who completed their examinations were detached or used wherever needed. Most of these men, as well as the students, were transferred to the U. S. Naval Air Station, Pensacola, Florida. Some were transferred abroad, others for domestic service and a number retained on this station for duty.

The results attained by reason of these examinations were entirely satisfactory. The men of the mechanical classes after being assigned to the machine shop and beach, developed into capable and efficient mechanics. As far as the student flyers were concerned, their record while at Pensacola, Florida, undergoing advanced training, speaks for itself, not only as regards flying, but also to the other necessary qualifications in order to successfully pass the examination for a commission. The student flyers after receiving the theoretical course at the Massachusetts Institute of Technology, Boston, Massachusetts, were given the actual training here, which enabled them to qualify.

But three deaths occurred at this station during the flying season due to crashes. A notable rescue occurred in the latter part of the summer of 1918. A student went into a nose dive at 4000 feet; at 2000 feet the machine started to go on its back, the position in which it landed, striking the water with terrific speed at an angle of about fifteen degrees, upside down. The crew of the speed boat had observed the accident and shoved off. The speed boat was 200 yards from the dock and under full speed when the plane hit the water. The student was removed from the wreck in exactly one minute from the time the plane hit, having suffered more from shock than anything else. From 15 April, 1918, to 1 December, 1918, 18,862 hours' and 30 minutes' flying time was put in. Considering the fact that at no one time were there more than sixty-four machines on the station, this appears to be quite a record. This station used mostly aeromarine planes; in fact, they were the only planes used for elementary training. This fact makes the time record even better than it appears, for no other station used this type of plane. Most stations condemned this type of machine. This station also conducted a Board of Investigation, which board passed upon students who were under consideration for disenrollment, transfer back to general service or transfer to training for ground officers. The aforesaid board was only used for men who were found inapt for flying duty. Four or five fires occurred at this station, two of these being in different hangars, due to gasoline fumes coming in contact with lighted matches. Had it not been for the efficient work of the officers and men of the station, serious results would have resulted. A number of officers of the station were commended for the efficient way in which the fires were handled. At the time of the two hangar fires, the men of the station extinguished them before the arrival of the Bay Shore Fire Department. This station

was also commended for the good work done during the time of the stranding of the U. S. S. Northern Pacific on Fire Island in January, 1919, this station being constantly in touch with that place by boat and seaplane. The planes delivered the mail to Fire Island, while the boats were kept in constant touch with the island. Troops were housed here and Red Cross goods and Army nurses were transferred from here to Fire Island. A number of wounded troops were also taken care of while being temporarily held here, and they were later transferred to New York by means of ambulances.

During last year's flying season this station held the record numerous times for high flying time. The record time made here for a lone flight was made by an instructor who put in ten (10) hours and 26 minutes in one day.

* * *

DIGEST OF HISTORY OF NAVAL AIR STATION, BAY SHORE, LONG ISLAND, N. Y.

Established—May, 1916, by N. Y. Naval Militia to train N. N. V. air pilots.

Construction—Begun by Navy, spring, 1917. 46 buildings completed.

The construction work was begun, as above stated, as far back as the spring of 1917. At that time the station consisted of four single hangars, and one large hangar, which was under construction, capable of housing six seaplanes. The actual construction did not begin until about October or November, 1917, and was stopped about December, 1918.

The station is neatly laid out, being so arranged that the hangars, machine shop, blacksmith shop, etc., are all near the beach. The hangars are large and roomy, providing ample space for the housing of seaplanes, and if necessary, wings, motors, etc. The carpenter, paint and wing doping shops are exceptionally large, providing plenty of air and light. This station has grown from a few small shacks to fifty modern up-to-date buildings with all improvements, such as light, heat, etc., as follows:

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Motor testing shed, known as Building No. 6.

Oil reclaiming plant, known as Building No. 7.

Wing doping and carpenter shop, known as Building No. 8.

Machine shop, known as Building No. 9.

Aviation store room, known as Building No. 10.

Hangar Nos. 1, 2, and 3, known as Building No. 11.

General store house, known as Building No. 12.

Transformer house, known as Building No. 13.

Boiler house, known as Building No. 14.

Pipe shop, known as Building No. 15.

Sump house, known as Building No. 16.

Garage, known as Building No. 17.

Clothing and small stores, known as Building No. 18.

Garbage house, known as Building No. 19.

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Wash house (north), known as Building No. 28.

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Tool shed P. W. D., known as Building No. 36.

Hospital, known as Building No. 37.

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Guard house, known as Building No. 41.

Officers' Club, known as Building No. 42.

Incinerator, known as Building No. 43-44.

Magneto shop, known as Building No. 45.

Barrack, known as Building No. 46.

Commissioned—Spring of 1917.

Complement—Spring of 1917: 7 officers, 100 men, 12 planes. November 11, 1918: 55 officers, 800 men, 46 planes.

Purpose—Training student aviators. Enlisted men as aviation mechanics.

Training—Pilots given elementary training: 1000. Fatalities: 3. Total time in 1918: 18,862 hours.

* * *

Letter From Commander Read

U. S. Naval Air Station, Pensacola, Fla.

The flying station at Bay Shore was officially established as a naval air station upon my arrival about June 6, 1917. This date did not mark the beginning of the station, but the assignment of an officer of the Regular Navy to Bay Shore marked its transition from the supervision of the Naval Militia of New York to the direct control of the Navy Department.

The station was already a going concern on the date of June 6, thanks to the efforts of the Naval Militia officers, from the Commodore down, and to the patriotism, enthusiasm, and even in many cases, the hard manual labor of the members of the aviation branch, together with the hearty moral and practical support and backing of interested civilian organizations and individuals.

It only remained to consolidate the battalions, the personnel of which possessed the natural and thoroughly American spirit of competition, but which had in some cases engendered a feeling of jealousy and friction; to create an organization along naval lines, and to endeavor to inculcate in the personnel the SPIRIT of the Navy.

Teaching them to fly was at first decidedly a side issue. One seaplane only was available. But with the NAVY AT WAR behind the project it was but a matter of time and the proper representation of our needs before the necessary facilities were obtained; the truly remarkable high average of intelligence and desire to excel possessed by the men did the rest.

To one coming direct from a capital ship of the Navy, where the lines are sharply drawn regarding the respective duties, rights and privileges of the commissioned officer and the enlisted man, and where the etiquette of the service is rigidly observed, it was nothing less than a jolt to suddenly face a situation where officers and men possessed a like degree of education and culture, were invited to the same social gatherings and called each other by their first names.

It is always difficult to convince the civilian (and the Bay Shore men had only recently donned their uniforms) of the necessity of observing the many forms of respect required to be shown to superiors. His inference is to the effect that such observance constitutes a recognition of superiority in all respects—character, manly qualities, and so on, a fact which he disputes both on general principles and in specific cases in particular. He does not realize that where men act as a body, especially in military operations, unity of purpose and in the execution of orders are paramount for maximum efficiency; that to achieve such unity instant and unquestioned obedience must be accorded the leader, and finally, to attain this end in the heat of battle and in the excitement attending any emergency or unusual situation, it becomes absolutely essential in the normal daily routine of a peaceful station far removed from the war zone, that the men be constantly and forever reminded of the superiority of those placed above them—superiority not necessarily in character nor yet in birth or education, but superiority in knowledge and training in the science of war. With this end in view during innumerable years a thousand and one forms of etiquette have gradually come into use and have been adopted, some by regulation, some merely by custom, and as long as these exist they must be punctiliously observed by all, from the highest in command down to the last gob in the organization.

To indoctrinate this excellent but untrained body of men with naval discipline in the shortest possible time without producing a feeling of discontent or an impression that they were expected to forget their friends of lower rank, and of similar manifestations of snobbery was the most delicate, the most important and, at the same time, the most interesting problem that Bay Shore produced.

The definite accomplishments during the short period of my command cannot be determined, but from the enviable records made later on by the original Bay Shore group it is certain that somewhere they caught the idea and worked harmoniously and efficiently in true Navy style.

There is just one other feature of my tour of duty at Bay Shore that I wish to mention particularly, the pleasant memories of which never have and never will be

forgotten. I am referring to the unusual attitude of friendliness, cordiality and co-operation of the civilian residents of the city and certain civilian organizations. I regret the necessity of saying "unusual," but it is a fact that communities in the vicinity of naval stations regard them, as a rule, as necessary evils, the merchants furnishing the exception to prove that rule. But at Bay Shore it was quite different. The attitude of treating the personnel as men of honor, defenders of our country, and the intense interest displayed along practical lines benefited the station immeasurably, not only in material matters, such as the building and equipping of a fine dispensary, as a single illustration, but in improving the morale of the whole station.

I have often feared since leaving Bay Shore that in the rush of official duties I neglected to express my feeling in regard to this matter. It is a great pleasure to be afforded this opportunity to assure those patriotic citizens who labored to improve conditions at the Air Station that the results of their efforts were of inestimable value, that I as commanding officer greatly appreciate them, and that now, in my own behalf and as a representative of our great Navy, I desire to extend them heartfelt thanks—belated, but none the less sincere.

(s) A. C. READ.

SECTION BASE No. 5

Third Naval District, N. Y., Sayville, L. I.

By Lieutenant (j. g.) Walter L. Suydam, Jr., U. S. N. R F.

ABOUT the 1st of April, 1917, the work of organizing Section Base No. 5 at Sayville, L. I., was begun and Lieutenant R. B. Roosevelt was designated as the Commanding Officer. On April 9th of the same year I received orders to report for duty in connection with the organization of the Section, and a patrol of Fire Island Inlet, which the Chief of Staff of the Third Naval District desired to have in operation at the earliest possible date.

In the latter part of April, 1917, the first patrol of the Inlet was made by the *U. S. S. Nemesis*, S. P. 343, with a crew made up mostly of men from Islip Town. These men have the distinction, I believe, of being among the very first to respond to the call to duty from the Town of Islip and vicinity, and hence I give their names:

Ivanhoe Stein, M. M. 2c.

Frank Orr, B. M. 2c.

Jonathan Thompson, M. M. 2c.

Ralph Robinson, S. C. 3c.

Walter L. Suydam, Jr., Ensign, Commanding.

The purpose of the patrol was to prevent the running of supplies to enemy submarines and general observation and police duty in addition to assisting the Naval Aviation Forces and Coast Guard.

Besides duty afloat Section Base No. 5 had various land duties, one of which was the prevention of unauthorized wireless activity and the confiscation of apparatus unsealed or in use. Also the investigation of all persons considered or reported to be disloyal or suspicious.

As an illustration of the Naval Operations in this vicinity I will attempt to describe briefly two incidents, one of which was "contact with the enemy," and the writer must plead indulgence of his readers if the narrative is related in the first person. Owing to the fact that he was so intimately connected with the events to deal with it otherwise would be almost impossible.

Enemy Lines

On the night of ———, 1918, a German submarine approached the Long Island coast and, not far from Fire Island Lightship, laid a string of mines. As soon as this was known the Mine Sweepers went over the territory in question, and while they were successful in breaking the mines from their moorings they did not actually get the mines out of the water. Mines float low and are difficult to observe, and it was then "up to all forces" to keep strict watch. In this connection I desire to compliment the Coast Guard for their alertness and the co-operation we received.

Within a short time two of the mines had been retrieved and gotten up on the beach without accident, and about ten days later a third. Then came the dangerous undertaking of taking them apart. Little was known of enemy mines and information as to their construction was much desired.

I had the honor of assisting Lieutenant Commander Keen and Lieutenant Menander, the Mine Sweeping Division, in this work. We were accompanied by one machinist, and thanks to the skill of these two officers we dissected the mines at different points on the beach, sometimes late at night, without casualty. In one instance we burned out some 300 lbs. of T.N.T. without accident. I am not permitted to describe the mines, but the reader can imagine from the size of the charge that they were formidable engines of destruction.

The writer feels that the officers and men of Section Base 5 may properly be proud of their station, as I am informed that more mines were retrieved in that Section than in any other one Section on this side of the Atlantic.

Sinking of U. S. S. San Diego

One day in the summer of 1918 I was in charge of the Section, as Lieutenant Roosevelt was away. The weather was hazy and

vision was only possible on the water for about two miles.

In the early afternoon I received information that something unusual was happening off Point-o'-Woods, and it was thought that some sort of an explosion had taken place. Investigation was at once made, and it was found that the Cruiser *San Diego* had been blown up; how, I am not permitted to relate. Our station was the first to inform District Headquarters in New York.

The three largest boats that we had were sent to the position indicated, and I proceeded with the despatch boat and a few men to Point-o'-Woods to establish communications and direct operations from that point.

Upon arrival I found thirty-one officers and men from the *San Diego* who had succeeded in reaching the beach in two small boats and bringing safely the ship's flag.

These men were taken to the Section Base, where they were given supper and such clothing as they required, and later sent to New York by automobile.

Our boats patrolled throughout the night and, among other things, picked up and took on board one aviator whose plane had been disabled, and salvaged the plane.

I could continue to tell of activities which were participated in by Section Base No. 5; but I have been requested to write a brief article. It is hoped that the two incidents which I have described will serve to illustrate the type of work engaged in by the local station.

In closing I desire to thank the civil authorities and the many civilians involved for the valuable co-operation rendered to a certain branch of Naval Operations in this District, which was under my command and the work of which cannot be made public at this time.

THE WIRELESS STATION AT SAYVILLE

By Lewis H. Noe

A SIGNIFICANT event in the history of Wireless Communication occurred on Wednesday, Feb. 11, 1914, when the first complete message was sent from the Sayville Radio Station to Berlin, Germany. Although the distance between the two stations is something more than four thousand (4000) miles, over two hundred and fifty (250) words were transmitted with ease and the Sayville operator missed only nine words out of the entire number. The success of the attempt is regarded as signalizing a new era, commercially and intellectually, for the relationship of the two nations. The report of this achievement was the first official notice that at least regular communication has been attained with the greatest city in Germany.

A message was sent from the newspapers of New York to His Majesty, the German Emperor, by the Sayville Wireless. As an indication of the advance which the wireless means in the official relations of the countries and a proof of the cordiality which the American people entertain toward the Kaiser himself. The message read as follows:

"The newspapers of New York send Greetings to His Majesty the Emperor by the new wireless, which has brought into touch the great German Nation and the United States."

Greetings were also sent to Ambassador James W. Gerard and to the "Taeglische Rundschau" of Berlin. The messages were sent from the Sayville Station, the property of the Atlantic Communication Company, "Bob" Prendergast, the operator.

The messages were sent under the direction of H. O. Boehme, the chief inspector for the Atlantic Communication Company in the United States, and were received at Nauen, Germany, by Paul Pichon, chief engineer of the company in Berlin.

A few weeks later a Washington report read as follows:

"The Department of Commerce and Labor's report from an inspector detailed to investigate the Telefunken wireless tower at Sayville, Long Island, declares that it is 'backed by German capital, that all the apparatus is of German manufacture, and that the large set of instruments is intended to work with the wireless station at Nauen, 3400 miles away.' "

Neither the state nor the navy department would say anything to-day regarding the probable attitude of this Government toward the affair in view of the Lodge resolution, which declared that the United States would regard with grave concern any acquisition of territory of strategic value on the American Continent by any interests which might be under foreign influence.

The official report of the investigation of the Sayville station says that the new station will be the property of the Atlantic Communication Company of New York, whose directorate includes a Mr. Stallwerk, a Dr. Frank and a Mr. Hulse, a consulting engineer, with A. E. Seelig, as manager. It will occupy 100 acres adjoining the Long Island Railroad, will have a double set of instruments, the smaller ranging 800 to 900 miles, the larger being the old Nauen set of high power. They are to be 393 and 100 feet high, respectively, and two sets of instruments always will be in use.

Commissioner of Navigation Chamberlain, whose bureau has jurisdiction over radio communication affecting navigation, said that he did not regard Sayville station as likely to lead to any international complications.

"The Radio Communication Bill prohibiting the establishment of private wireless stations within fifteen miles of certain Government stations fully protects the rights of the United States," he said. "It does not prevent the establishment of the Sayville Wireless stations, which is fifty-two miles from New York City, and it should not. The station, however, will be subject to Government supervision at all times.

A few months later, as the world war cloud was threatening, the United States Government took over absolute control of the Sayville Wireless Station, which soon became an instrument in aiding the Allied Nations against the then acknowledged world's common foe during the ensuing

war, the greatest in the history of the world. As it is written, "and they shall fall by their own sword."

The above data was furnished by Lewis H. Noe, a newspaper reporter of forty years repertorial experience, whose home has been at Sayville, Long Island for 72 years.

THE WOMEN SPEAK

By Theodosia Garrison

The young women who were called to take the places of the men, often in heavy and responsible labor, were perhaps "girls." They have had no coddling, no huts and no triumphal processions, but they show how truly they deserve to be recognized as women by the conduct and bearing of those, for example, who, the other day cheerfully surrendered their places to the returning soldiers at Bayonne, N. J., to whom the Standard Oil Co. had promised their situations should be restored when they enlisted. This little poem, by Theodosia Garrison, was printed in connection with the report of their cheerful acceptance of their dismissal.

Not with our prayers and tears
    We helped you win,—
Not with vain doubts and fears
    Of death and sin,—
But with valiant work of our hands
    With honest labor and true
We turned us as one to war's demands
    To sharpen the sword for you.

Have we not proved our faith
    Through stress and strain?
You, come newly from death
    Trust us again,—
Trust us to bring back ease and mirth
    And the heart's content you knew—
You have given us back a storm-racked earth.
    We will make it fair for you.

From the Financial Chronicle

THE PATRIOTIC GARDENERS

By Mrs. Irving J. Long

WITHIN a few weeks after the United States declared war with Germany, under the direction and leadership of Mrs. Henry Nickle (Miss Virginia Norden) of Brightwaters and Mrs. Irving J. Long of Bay Shore, an organization of women and girls, numbering about one hundred, was formed. They ranged in age from middle life down to seven years.

J. Sheridan Linn, then Principal of the Bay Shore Public Schools, suggested the name, Patriotic Gardeners,, which was adopted, because it had been planned to raise potatoes and beans to answer the Government call for all possible production of food.

The activities of this organization included not only the planting, cultivating, digging and gathering of potatoes and beans, giving to families of service men and selling said products as various conditions required, but methods for raising money for many needs were adopted as time went on, such as giving brilliant entertainments by home talent, etc. The Gardeners presented every man, volunteer or drafted, going from the town of Islip, with small kits of toilet articles and smokes. They took those leaving Exemption Board, No. 2, to Camp Upton in cars loaned by citizens of Bay Shore, Brightwaters and Islip, stopping en route at Roe's Hotel, Patchogue for luncheon, paid for from the Gardeners' fund. They corresponded with the boys when occasion required, even while those boys were in France; when their families needed Red Cross assistance, such cases were properly reported, an office and secretary were kept for such purposes. They helped at the local canteen; marched in parades; took charge of the Women's Committee of all but the first Liberty Bond drive, helping to put Bay Shore's quota over the top each time, maintaining a booth for the purpose.

Finally, through the suggestion of the leaders, the movement was started for the erection of the Memorial building in Bay Shore, and their last $300 was turned over toward the purchase of the bronze tablet on which are the names of the boys who left all to do their bit.

RED CROSS RECORD OF ISLIP TOWNSHIP

From 1905 to 1919

By Frances Pusey Gooch

THE response of America's women to the call of the Red Cross refutes for all time the amazing declaration that the United States entered the World War from motives of fear and selfishness.

As the maternal pulse reflects embryonic vitality so did this response of American mothers, wives, sisters, daughters and sweethearts foreshadow the heroes and martyrs, military, naval and civilian, to be born in the travail of our country's effort to help save civilization.

Statistics of Islip Township's Red Cross contribution to that stupendous and multiform effort are commonplacely relative in kind and amount, but they serve as a local barometer by which to gage the storm of emotion that brewed and broke over our land from the Atlantic to the Pacific and from Canada to the Gulf, washing from cleansible minds any belief that American manhood and womanhood, in the fateful year of 1917, reacted to other than instincts of righteousness and humanity.

While local work was but an infinitesimal part of a marvelous whole, there were individualizing features in connection with the Red Cross branches of Islip Township that make pages worthy of community history.

In the year 1905 Mrs. L. K. Wilmerding and a few other women of vision organized the Islip Township Chapter of the American Red Cross, thus providing a nucleus for the South Suffolk County Chapter when the needs of 1917 made Red Cross work everybody's "bit" instead of the benevolence of the earnest few. Furthermore, it served as a training camp of preparedness and inspiration for the women who were to officer, in coöperation with patriotic men, the larger organization.

The Islip Township Chapter—embracing the villages of Islip, Bay Shore, Brightwaters, Brentwood, Central Islip, Great River and Sayville, and covering the years 1905-17—had the twofold distinction of being the first rural Chapter formed in the State of New York and of originating the idea of employing a District Visiting Nurse as a Red Cross activity. With commendation and permission from National Headquarters, the Islip Nursing Service was established in 1909 and four years later served as model for the Town and County Nursing Service of the American Red Cross. Whether or not it subsequently suggested the Department of Nursing and Teaching among the varied and ever-increasing Red Cross activities, it assuredly lighted the way for those who struggled through the dark year of the influenza with whatever of semi- and non-professional service was available.

When, in July of 1917, the smaller Chapter was consolidated with other similar organizations to form the South Suffolk County Chapter, with headquarters at Islip, there was a goodly company of veterans, equipped and uniformed literally cap-a-pie, to "carry on" in rented, donated or commandeered quarters even more zealously and resultfully than they had been doing in church parlors and the beautiful homes of patriotic women. No longer was there a foreign-missionary atmosphere in the workrooms or a feeling of detachment in minds beneath the headdress and hearts beneath the apron of Red Cross insignia. Boys were going out from homes humble and homes palatial, and women were coming together in the workroom from homes running a like gamut from poverty to wealth, hearing in the bugle-call to service a note new to many and to others dimly reminiscent of music that heralded Him who taught the brotherhood and sisterhood of humanity. Statistics of almost incredible magnitude reveal the Martha side of American womanhood during those tense two years, but the Mary side also developed and, appearances all too many to the contrary, retained much of the character-building wrought by the leveling process of universal service in which mountains of false pride were laid low and valleys of false humility uplifted.

Only approximately can the part Islip Township played in the general war activities of the South Suffolk County Chapter be separated from the massed statistics of a territory covering almost three hundred square miles; but, in the words of the Chapter's historians, the township also "prides itself upon having never failed to meet a call for work or fallen short of its

quota of production"—words applicable not only to the workroom and home output of knitting, sewing, and surgical dressings, but also to its share in all special committee work cheerfully, ably, and self-sacrificingly performed in the war fund campaigns, membership drives, old clothes drives, linen showers, and very especially in the influenza epidemic. To the Committee on Influenza the History of South Suffolk County Chapter, A. R. C., pays this tribute:

"The committee worked most effectively in coöperation with the town health authorities in checking the spread of the dreaded influenza. Motor cars were pressed into service day and night for the transportation of nurses and doctors, and to take the patients to the hospitals. A special food service was inaugurated which provided the sick with broths, fresh eggs, milk, and other necessities, practically all of which was contributed by residents. Very often the acts of those on the committee, or those volunteering their services under its direction, entailed distinct personal sacrifice and, in some instances, dangerous exposure. Too much cannot be said in their praise."

Then there was the many-angled and far-reaching work of the Home Service Department, of whose personnel it likewise may be claimed that "too much cannot be said in their praise." Also Junior Activities made a proud and praiseworthy showing under zealous and patient guidance. But it was in disaster and relief that Islip Township individualized its Red Cross work for a third time—the first rural Chapter in the State of New York, the first District Nursing Service in connection with the American Red Cross, and the first to be appealed to for aid in a marine disaster that made a nation mourn.

In the early morning of New Year's Day, 1919, there came from the U. S. Naval Air Station at Bay Shore to the local branch of the Red Cross this appalling and imperative message: "The United States Transport *Northern Pacific* has gone aground off Fire Island beach with five thousand soldiers, mostly wounded, to be debarked through Bay Shore. Put in motion every relief agency from Babylon to Islip."

Though a later message reduced the number aboard by half, the proportion of wounded and the desperate nature of some of the wounds were perhaps not again equaled on any home-bringing vessel during the remainder of the war.

The response to this appeal was instant and coördinated. The local canteen volunteered its quarters and entire working force and equipment. A volunteer motor corps was organized. Volunteer beds and cots in private homes were listed, and food supplies promised. A bureau of information was kept open for long-distance inquiries, sane and otherwise, and shelves of workrooms were emptied of sweaters, socks, and whatever could ameliorate conditions on a blizzard-swept coast, while oil-stoves and hot-water bottles were collected in a bewildering mass.

Unquestionably the community arose to the occasion, but the Red Cross is not a localized organization, and the New York County Chapter rushed out a trainload of experts and professionals, a motor corps intact, and hospital and kitchen with everything but a roof, and thenceforth local preparations were utilized mainly in caring for the visitors and facilitating their work. To quote again from the History of the South Suffolk County Chapter, A. R. C.: "The work of the (local) Red Cross on this occasion was officially recognized by Admiral Usher in a letter to the Chapter, and by Captain R. W. C. Francis, M.C., in his report to the surgeon of the Port of Embarkation, Hoboken, N. J."

In the meantime debarkation through Bay Shore had been discontinued because of the weather, hardships to the wounded, and the discovery that the transport was a safe refuge till all could be transferred to other steamers and the journey completed by water.

The tragic incident gave a new impetus to Red Cross work, and the Armistice found this community a type of the entire nation which was "carrying on" at a pace that was enough in itself to break the morale of a frugal and efficient enemy. Will any but a dollar-mark posterity cavil at our Government's having made a Niagara of money instead of blood to sweep into its whirlpool the forces of destruction which an outraged world was striving to dam, daze, and exhaust?

Man seems slow and hesitant about beating cannon into ploughshare and pruning-hook, but women have turned the Red Cross apron into a badge of home service varied, unfamiliar, and psychologically ennobled through association with a time when the measure of a "lady" was what she could and not what she could not do.

STATISTICS OF PRODUCTION

Hospital Garments	Surgical Dressings	Knitted Articles	Refugee Garments	Miscellaneous Articles
19,807	211,233	11,278	3,165	3,048

Loretta Macdonald

of Bay Shore, enlisted in the American Red Cross and Army Nurse Corps in May, 1918, and trained for overseas work at Camp Devens, Massachusetts. She served overseas from Aug. 1, 1918, to July 19, 1919, during which time she was attached to Base Hospitals 48, 50, 53, 54 and 67. Miss Macdonald received a French "Nuit" Citation at Base Hospital 53 on March, 1919.

Hattie Vollbracht

of East Islip, enlisted in the Army Nurse Corps and trained for war work at Camp Wheeler, Georgia. She served in this capacity during the war and received an honorable discharge from service at Camp Wheeler on Jan. 16, 1919.

Josephine Anna Kabatnik

of Bay Shore, enlisted in the Army Reserve Nurse Corps and was assigned to camp Upton, Long Island, on Aug. 6, 1918. She remained at this camp until the date of her discharge from service, June 21, 1919.

Grace Ellis

of Bay Shore, served as a Lieutenant on Headquarters Staff, American Red Cross Motor Corps, organized for military relief and the transportation of the sick and wounded. She rose from the ranks and as one of several hundred women who participated in that branch of the service, she was within a remarkably short time commissioned Lieutenant. As aide to the commander of the division, Miss Ellis met every incoming ship, visited hospitals and performed innumerable other duties, with a willingness that marks the real soldier of either sex. Her perseverance, zeal and constant cheer combined with what was almost genius for understanding the wants and needs of the men in uniform, made her a most popular member of the organization. Bay Shore may well take pride in having had such a splendid representative in the Motor Corps, for all over the land, some boy has told his mother, sister or sweetheart that in those historic days there was in New York a woman who understood.

Louise A. Machacek

of Babylon, enlisted in the United States Navy on Sept. 4, 1918, at Brooklyn Navy Yard, and served as a Yeoman F, 1st Class, until July 31, 1919, when she received an honorable discharge from service.

Ruth Rossuck

(See article on page 175).

Annie Mitchell Hall

of Bay Shore, New York, enlisted in Red Cross on Aug. 1, 1918, and was sent to hospital at Plattsburgh Barracks, New York. In September she was transferred to Base Hospital at Camp Devens, Mass., with an emergency unit, to aid in the "Flu" epidemic. On Oct. 29th she was sent to New York, from where she sailed for France. In France she served at Erac Hospital No. 24, Base Sector No. 2, Bordeaux, Base Hospital No. 121, and in a unit of five nurses sent to town of Cadillac to care for the boys of the 348th Infantry who were ill with the "Flu." From there she went to St. Andre and Ambaus Will. Later she was stationed at Camp Hospital No. 79, near St. Andre. On July 7th she sailed from Brest and upon her return to the United States was honorably discharged from service Aug. 2, 1919.

LORETTA MACDONALD
HATTIE VOLLBRACHT
JOSEPHINE KABATNIK
GRACE ELLIS
LOUISE A. MACHACEK
RUTH ROSSUCK
ANNIE M. HALL

BAY SHORE IN THE LIBERTY LOANS

By Acosta Nichols

WHEN the United States entered the Great War and started to mobilize its resources, the question of financial preparation came immediately to the front. The nation was inexperienced in the flotation of large Government loans, and the method of procedure had to be carefully felt out.

Fortunately, our Federal Reserve banking system had been well established, and the Treasury Department decided that the appeal to the country should be made through this agency. The First Loan seemed simple, but it was early recognized that the amount was so large that the usual banking and investment channels would not supply the sum needed, and the banking institutions in the various communities were asked to help.

I had the good fortune to be placed in charge of Long Island at the outset, and my first duty was to make a tour of the banks of the Long Island cities and towns in order to see if they were putting forth proper efforts to secure local subscriptions in response to the circular of instructions that had been sent out by the Federal Reserve Bank. For the most part surprising apathy was shown in the First Loan. There was the general opinion that all that was needed was for the banks to advertise that they would receive subscriptions and the rest of the work would take care of itself. Not so with Bayshore!

Late on a beautiful afternoon in April an attempt to find the President of the South Side Bank resulted in my being directed to the Harbor, where Mr. Wicks was busily engaged in repairing his boat after the ravages of winter. A short talk with him soon proved that nothing was needed to stimulate the general activities of Bayshore in aid of the First Liberty Loan. Already the matter had been taken up with various prominent citizens; the co-operation of the Home Defence had been requested and obtained, and plans had been discussed whereby the beginning of that public interest which was so soon to turn into a mighty, irresistible force was made manifest.

Various plans were talked over and the interview closed with the feeling of assurance that whatever other town in Long Island might fall behind, Bay Shore at least was awake to its full sense of responsibility.

No quotas were assigned for the First Loan, but gradually as the importance of the financial task was realized, it was determined that plans must be formulated in a comprehensive way whereby each community should do its full duty. In all subsequent loans quotas were assigned proportioned to the banking resources of each district.

Developments proceeded at a rapid rate and afforded a highly interesting psychological experiment. While the banks continued to handle subscriptions, committees were formed in the various centres quite without regard to the banks as such. The leading members of the community were pressed into service, and with each successive loan the committee organization became more intensive.

Patriotic feeling alone would not have sufficed to bring results. It was necessary to have a machine working at top speed, and this machine had to be built from the ground up. The keynote of the committee work was Personal Service, and this slogan was used throughout the island with constantly increasing effect. More and more the importance of individual effort was impressed upon the workers, with the effect that districts were gradually plotted out, a house to house canvass instituted, and all men and women in the community had brought home to them their direct share of personal responsibility for the success of the Loan.

Bay Shore responded patriotically to every suggestion that was made along the line of increasing the efficiency of their organization. Under the capable leadership of Mr. Wicks a committee of splendid energy and ability directed the efforts of the community, and in each loan carried their work to a triumphant conclusion. Mr. Wicks gave his time and energy with untiring devotion to the cause and proved to be a tower of resourcefulness and strength.

The actual figures of each campaign will be shown in a separate statement, but there

was no case where the necessary quotas were not far exceeded both in Bay Shore and in the surrounding towns.

The immediate direction of the southern part of Suffolk County was under the supervision of Mr. Harry B. Hollins, Jr., and too much credit cannot be given to him for his untiring and patriotic zeal.

The whole community contributed to the Loans so generally that it is difficult to single out individuals, but a special word must be said in behalf of the work and the self-sacrificing patriotism of the women. I think I am not putting it too strongly to say that the most important instrument in the development of the psychology that brought success was the part that the women played in influencing public sentiment.

The days of the war have passed into history, but the memories of the experiences of those days of effort and of tribulation are still strong. Never was there a better illustration of what can be accomplished by united effort than the Liberty Loan campaigns. It would be a pity if the lessons we learned then cannot be turned to good account and if we cannot remember what they taught to us in our time of emergency. Surely there are many directions in which our communities can be helped and many directions in which our public life can be benefited by the force that comes through organization and a common determination to triumph over difficulties. May we not forget!

* * *

Figures of the Liberty Loans, Town of Islip

The total subscriptions of the Bay Shore District, which included Brightwaters and Brentwood, in the five Liberty Loan drives amounted to $1,185,250. I could not get an accurate statement of all the loans in the Islip and Sayville districts.

As I have the final figure from the Federal Reserve Bank of the Fourth Loan, I have given below statistics which will prove that every section of the town exceeded its quota.

	Quota	Subscription	Per Cent
Bay Shore	$226,300	$426,850	189
Brightwaters	56,600	110,350	195
Brentwood	11,300	37,000	327
Islip	$171,000	$385,200	225
Central Islip	15,400	33,950	220
East Islip	37,600	105,650	281
Great River	3,400	9,750	287
Sayville	133,400	234,950	176
Bayport	25,300	55,950	221
West Sayville	20,000	26,850	134
Oakdale	8,000	32,950	412
Bohemia and Holbrook	16,000	9,900	62

PERRY S. WICKS,
Chairman, Bay Shore District.

* * *

Bay Shore, N. Y., Oct. 30, 1917.

Mr. Acosta Nichols,
Chairman of L. L. Com.,
120 Broadway, N. Y.

Dear Sir:

Of the total amount subscribed for this loan, the women's committee, under the efficient management of Mrs. Henry A. Nickel (Miss Virginia Norden) turned in about $60,000, but this is only a part of what they did. A large amount of the subscriptions that came to the banks were the direct result of their advertising. Last spring when the call was to agriculture, Miss Norden organized "the Patriotic Gardeners," composed of young ladies and school girls of Bay Shore and Brightwaters. They raised and sold a quantity of potatoes and beans, devoting the proceeds to war charities. This organization assisted in the sale of the bonds. They had a booth in the center of the village, which was open every day as soon as the banks closed and kept open until 9 o'clock. They as well as other committees of ladies made a thorough canvass of all our district. I do not think a better plan could be devised for a country village.

The officers and employees of the banks did all they could, loaning money on the security of the bonds at 4 per cent wherever it would help. As to expense, we had none. Used our own automobiles. The carpenter who put up the booth loaned the lumber and donated the work.

I can give no figures of what the school children did, as the girls worked with the women's committee.

The Boy Scouts sold 56 bonds, amounting to $2,800.

Very truly yours,
P. S. WICKS,
Chairman.

THE KNIGHTS OF COLUMBUS

By R. A. Bachia

IN the month of December, 1917, some 300 men, mostly from New England States, arrived at Bay Shore, to take up their required occupations at the aviation camp. The camp and barracks being in course of completion, the necessary housing quarters for such a number of sailors had not been provided for.

Realizing the peculiar situation, Penataquit Council No. 564 called at once an impromptu meeting, and appointed a committee of five to act with instructions to do everything possible to provide for the material wants of the men. In less than fourteen hours living accommodations were secured for all, a large number being lodged at the Council rooms on Second Avenue.

To provide for their recreation and enjoyment, two adjoining stores on Main Street were rented, made into one large room by the removal of partitions, and by the installation of billiard and pool tables, card tables, piano, victrola, and a full supply of writing material, the headquarters at once became a popular meeting place of the "boys," owing to the friendly atmosphere and the hearty greeting of the Knights' "everybody welcome!"

In a few months these quarters proved inadequate to the demand, and on May 1, 1918, the property of the Community Club was leased, and a secretary placed in charge. Here the Council's forces were joined for mutual co-operation by a number of ladies, prominent in Bay Shore's best social circles, who assumed the difficult task of conducting a canteen service, and furnishing food and refreshments at a nominal price. This additional service, in connection with the superior accommodations afforded by the new quarters, so attractively situated on the main thoroughfare of Long Island's south shore, added greatly to its popularity, and the generous treatment accorded all made the recreation center quickly known from coast to coast, and many a soldier and sailor found there a homelike atmosphere that greatly helped to soften their absence from their own firesides, until the query: "Have you visited the recreation center in Bay Shore?" became a greeting question afterward with many in the service of Uncle Sam.

The event of the flag-raising on Independence Day, 1918, assembled the largest gathering ever held in Bay Shore. Attending was noted, Co. G, Sixth Battalion Infantry, N. Y. Guard; a large delegation of sailors from the aviation camp, in charge of their commanding officer; Red Cross representatives, Boy Scouts, etc. These, combined with over sixty ladies of the Canteen Service, attired in their attractive uniform of blue and white, made an ensemble of beauty and color, and a vivid picture that remained in the memory of all present for months afterward.

The program was arranged and conducted by the chairman of the meeting, the Rev. William J. McKenna, pastor of St. Patrick's Church, Bay Shore, a forceful orator, and addresses appropriate to the occasion were made by citizens of Bay Shore.

That the significant meaning of K. of C. activities is "get busy at once" is exemplified by the following incident: In the month of January, the transport *Northern Pacific* returning from overseas with over three thousand soldiers, a number of them wounded, ran ashore on Fire Island. Immediately after the mishap, the Major in charge asked the Knights for assistance for these men. A special committee was organized in ten minutes and an abundant supply of "smokes," chocolate and cakes sent to the shore where the soldiers were being landed; neither were those forgotten who on account of the rough sea had to remain on board. A special train of Red Cross nurses arrived at nightfall, and the K. of C. recreation center was given over to them for sleeping quarters. The day following the Knights were called on to furnish dry socks for the sick and wounded being brought ashore, and at once all the stock in town of this description was bought and given. During the day the Knights' district deputy visited the soldiers, pencil and pad in hand, taking down telegrams, night letters, and telephone messages that the "boys" desired sent to relatives or friends. Afterward the Knights

received highly commendatory letters from the Government's representative, also Red Cross officials, as being the one organization "on the job" and for doing everything without pay.

The recreation center was maintained until May, 1919, the activities having been brought to a close with a reception given by the Knights to the ladies of the Canteen Service, in recognition of their untiring efforts, as unquestionably many of them had made great sacrifices in their devotion to the cause.

Penataquit Council carries thirty-one names on its Honor Roll, and the Council's work and deeds are part of the history of the activities of this great organization in the World War.

THE Y. W. C. A. HOSTESS HOUSES

THE original Hostess House idea was embodied at Camp Upton in a tent, but the three houses that sprang up that first winter with the mushroom rapidity peculiar to camps were barely adequate to meet the demands put upon them.

Two trains and countless taxis brought a daily flood of visitors to the camp; visitors already discouraged by the long journey from the city, and completely at a loss as to where to go next. Most of these visitors were women, and each was looking for her particular soldier, a hopeless task amid the bewildering sameness of khaki streets, buildings and men.

Here the Y. W. C. A. came to the fore, and the Hostess Houses proved oases in the desert, where information, rest and food were obtainable, and where one might wait in comparative peace while *the* man was located and sent for.

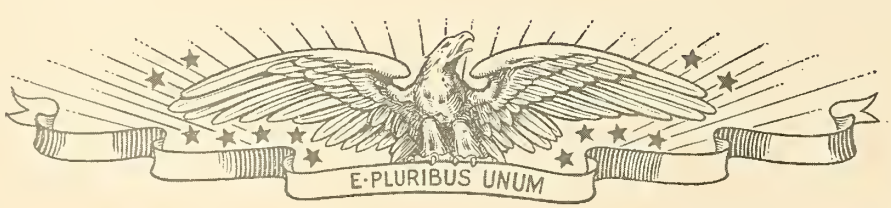
Sometimes he met her at the train; here again the Hostess House came in as a pleasant place to spend the day together.

Of course the wives, mothers, sweethearts, children and aged fathers were our first care and consideration, but numerous as these visitors were, it was sometimes hard to find them in the mob of soldiers that made the Hostess Houses their own. Some said the comfortable chairs were what "got" them, others were attracted by the goodness and cheapness of the food, and some frankly admitted that they liked to see the "other fellows' folks." Like all welfare organizations, the Hostess Houses got their share of compliments. Perhaps the most frequent, as it was the most gratifying, was: "This is the nearest thing to home I've struck in——," a varying number of miles, depending on whether it was a "clam-digger" who spoke, or a "prune-picker" from the Pacific Slope.

A local volunteer usually served as a "filler-in," and in such capacity had a chance to try her hand at every sort of hostess house job. There was always plenty to be done. What with answering questions, telephoning telegrams, checking bundles, sewing on buttons, reassuring the anxious, congratulating the reunited, answering more questions, trying to find out from Mrs. Jones the number of her Johnny's regiment (having given up hope of getting the company letter), and generally making one's self agreeable, one was seldom idle. The writer has tried everything, from scooping ice cream in the cafeteria to holding the baby, and knows.

Wars have been won without hostess houses, but if they helped the people who did the winning, they did not work in vain.

E. T. W.



ENTERTAINING OUR BOYS IN FRANCE

By Miss Ruth Rossuck, of Bay Shore

DURING the war the Y. M. C. A. needed some entertainers to spread sunshine among the wounded boys. Fortunately for me I was chosen as accompanist for a very popular singer and violinist. We sailed for France on the Niew Amsterdam and landed at La Havre. In Paris our unit consisted of four and was known as the Y's Four. We entertained in the hospitals and the Y. M. C. A. huts and at the Palace de Glace Theatres, Champs Elysées and the Albert Theatres in Paris. We also gave our shows in Bordeaux and in hospitals at Genecar and Bassans and Croix D'hium at Langres, Nevers, Gievres, Lyons, Nancy, Tours, Brussels, Antwerp, Rotterdam and The Hague; also at Chateau Thierry and Rheims—the two names that are engraved on every American heart — for it was at Chateau Thierry that our boys made their first big stand and showed the Allies, as well as the Germans, what real fighters Uncle Sam had sent over there. We motored to Belleau Woods and spent a few hours tramping over the battle scarred hills. These hillsides seemed as if they were weeping; the trees all out or falling, and just at the foot of the hill an American cemetery. These boys gave their all, and I felt a little proud, standing there, to feel that though it was late, I was there to be a small cog in one of the million wheels that was started in the great machine of war.

We drove out to Fort Pompelle—known as Dead Man's Hill. Before the war this was a dense forest and to-day not one tree stands and the hills look like a honey-comb, so torn is it by shell holes.

I also played at Bourges and Mehuns. Oh, it was wonderful to play for those poor wounded boys. Most of the time I had to play on the so-called trench piano, a little folded organ. In Romorantin we played for the aero boys in a balloon shed that seated five thousand (5000). We had eighteen huts to play in at Gievres.

We had a chance to get up in the Argonne Forest sector. All along the road pulverized heaps of stone showed the places where four years ago peaceful little villages stood. Roads were ploughed with shells; nothing remained. In Verdun the old refugees were returning. They lived in cellars and some in places where only two walls were left of a house and a canvas was stretched over this and they called it "home." We cried with the old women as they related the terrible stories of the war. This was quite near the famous Hindenburg line. At La Romagne we played for eight thousand (8000) boys who were digging the graves and burying the dead.

At Montformont the boys were in the thickest of the fight. Though I had seen many war-ravished towns and villages in Belgium, I had never seen anything like this. In this sector the very ground they were built on was harrowed and the houses were blown to nothing. I can't tell one-half of my great experience, for the incidents are endless in number.

We were fortunate enough to get up in the Pyrenees Mountains and to Biarritz and to Nice on our two weeks' vacation.

Returning to America in September aboard the *George Washington*, we entertained the wounded boys on board, and I played the same trench piano that Miss Margaret Wilson used when coming back on that ship.

All in all, I can consider myself a very lucky girl, for when we would see the boys' faces brighten with our music, we felt a thrill and we thanked God that He had given us our blessed gift to entertain.

FOUR MINUTE MEN

By H. M. Brewster

THROUGHOUT the war Bay Shore had an organization of Four Minute Men operating under the Committee of Public Information. The members were Roy B. Davis, Rev. Henry W. Medd, Dr. Edwin S. Moore, Rev. C. S. MacDowell, Sheridan Linn, Rhey T. Snodgrass, Rev. William R. Watson, and Harry M. Brewster, chairman. These men were appointed because of their unquestioned loyalty, patriotism and ability as public speakers. The chairman was commissioned by the Government.

When on April 6, 1917, the Congress recognized the existence of a state of war between the Imperial German Government and the people of the United States, it became necessary immediately to mobilize not only the physical, but also the mental and spiritual powers of America.

Following closely upon the declaration of war the advisability of passing a selective-service law was taken under consideration by the Congress. This was a radical change for the people of the United States, and it was necessary that the public be educated to these questions.

The selective-service law was enacted by Congress on May 18, 1917, and was unequivocal in its terms. It boldly recited the military obligations of citizenship, and, made absolutely necessary by the exigency of the situation, was presented to the people of America practically without preparation at a time when many of them were still debating the necessity for joining in the struggle at all. And both before and after the law passed the need for a nation-wide campaign of war education became apparent.

It was at this point in the affairs of the nation that the Four Minute Men began their work for the Government. The men were authorized to speak in theatres, churches and other meetings, the addresses not to exceed four minutes, upon topics announced by Government bulletins issued as often as need be, which was about every two weeks.

It was a very effective work, presenting as it did the Government's various propaganda before audiences of all kinds of people. The several speakers soon became experts in making a finished address in four minutes, and these speeches were popular and instructive features of many entertainments.

Quoting from a letter of President Wilson, dated November 29, 1918, he pays this tribute to the Four Minute Men: "It is a remarkable record of patriotic accomplishment that an organization of seventy-five thousand speakers should have carried on so extensive a work at a cost to the Government of little more than one hundred thousand dollars for the eighteen months' period —less than one dollar yearly on an individual basis."

Their activities continued for a few months after war ceased, helping in the readjustment, and they were finally discharged with certificates of honorable service.

WAR FROM A SOLDIER'S STANDPOINT

Speech of an Australian Soldier

When our boys returned from overseas, we expected them to tell us of their experiences in the war. But their lips were sealed. They were unwilling to give any information. As an illustration of this reticence, I recall a story that I read:

"A boy whose company had been almost annihilated returned to his home, arriving just in time for the evening meal. After the greetings were over, his mother said: 'Come in to supper and then tell us all about the war!' His answer was brief: 'What war?'"

The next day a friend of his called to take him for a ride and incidently find out all of his experiences abroad. After several leading questions that brought no results, except a few narrow escapes from collisions with another car—his attention being more on "pumping" than steering—he finally asked: "Were there not times when you were in immediate danger of being killed?" "Never as great as on this ride!"

That we might present something of the war from a soldier's standpoint, we have selected the following speech, delivered before the American Bankers' Association in August, 1918, *during the 4th Liberty Loan Drive.—The Editor.*

MR. CHAPMAN: Now I am going to give the rest of my time to the next speaker. May I introduce him, Mr. President?

PRESIDENT COX: Certainly.

MR. CHAPMAN: The other night I had the pleasure of introducing the young man I am going to introduce to you. He is a young Australian. This young man, at the age of eighteen, enlisted with the Australian troops. He has fought in Egypt, Italy, France, Flanders and at Gallipoli. He was wounded twice, bayonetted, and blinded. I am going to introduce you now to the finest orator and one of the best poets that this war has produced. I take great pleasure in presenting to you Signaller Tom Skeyhill of the Australian Army. (Cheers and tremendous applause.)

REMARKS OF SIGNALLER TOM SKEYHILL

Mr. President, ladies and gentlemen: I thank you for this wonderful reception, but I am not vain enough, nor would it become me as a soldier, to selfishly accept it for myself. Rather would I take your reception as an American appreciation of what my country, Great Britain, has done in the war. (Prolonged applause.) It is always a great pleasure, privilege and honor to address an American audience, and I always appreciate it to the full. For were I the greatest poet that ever wooed, or were I the greatest author this world has ever known, no songs that I could sing, and no phrases that I could coin, could adequately express my love and admiration for the people of America. (Applause.) For more than two years I have "followed the gleam, over land and stream" along the red horizon of battle. I followed it from north to south, from east to west, on five different fronts, until, twice wounded, blinded, I could follow it no longer; and so I staggered back from the gates of hell, until at last I came to the Golden Gate of your great democracy, to tell you of the soul of war. And in that soul of war, self-sacrifice plays a conspicuous part. This afternoon I bring you a message from across the sea, a message of goodfellowship from the people of Great Britain. I can assure you that it thrills and inspires all true Britishers to think that in the near future, marching side by side, shoulder to shoulder and blade to blade, united, Britain and America together will follow the bloody trail of battle, fighting on and on and on until the enemy is beaten, the war is won, and our soldier boys are back home again. (Prolonged applause.)

Gentlemen, the greater our sacrifices and the closer we are united, the sooner victory will be ours. I want you all to understand this afternoon that I saw with the eyes of the poet. I saw not its horrors or its hatred, but its duty and its wonder, and sometimes its humor. I deal not with the horrors, I steep not your souls in any gruesome word picture. The war is bad enough without throwing it up at American audiences. And then again, gentlemen, I sing no song of hate. Do not misunderstand me; I have more cause to hate the Boche than you have. They treacherously shot me, wounded me and blinded me, and yet I sing no song of hate. I do not believe in it. If we give vent

to our spleen, if we curse the Germans every time we take the platform, then surely we are only descending to their own level and the sordid depths of their own kultur. (Applause.)

Let us win the war, by all means, let us lick the Boche and kill Prussian autocracy forever, but in so doing, please God, let us keep our hands, our hearts and our tongues clean. (Applause.) Now, war is a man's medicine; it broadens the understanding; it sharpens the faculties; it develops the sense of humor, and I tell you, gentlemen, that no man living today enjoys life more or is quicker to see the humorous side of situations than the man "over there." The soldier boys are never sad or sorrowful; they are always smiling, joking and singing, singing, singing. First of all, the soldier boy over there knows that he is fighting for the cause of righteousness. Secondly, the soldier boy knows in his heart that if necessary his country will stand behind him to the last man and the last dollar. And, thirdly, all soldiers are fatalists. "What is to be, will be," is the doctrine of the soldiers "over there."

When the soldier boy signs the script he knows it is going to be one of two things, and that is absolutely certain: he has got to stay here or he has got to go over there. Well, if he has got to stay here, he is all right and he need not worry. If he goes over there, he knows it is going to be one of two things: he has got to stay behind the scenes and work or he has got to go into the line and fight. Well, if he stays behind the scenes and works he will get good pay, he will have a safe position, and all the pretty girls will call him a hero, and again he need not worry. If he goes into the trenches to fight, again the soldier boy knows it is going to be one of two things: he is going to be wounded or he is not going to be wounded. Well, if he is not going to be wounded, again he need not worry. If he is going to be wounded he knows it will be one of two things: he is going to be seriously wounded or slightly wounded. Well, if he is only slightly wounded he is going to be given a good holiday, and a pretty nurse will tuck him into bed every night. Why worry? (Laughter and applause.) If he is seriously wounded he also knows it is going to be one of two things: he is going to die or he is not going to die. Well, if he is not going to die, it is no need worrying; if he is going to die, it is no darn good worrying. (Laughter and applause.)

And that is why the soldier boys over there are always happy. When the Yanks arrived in the trenches they caused a sensation. For the first time since the commencement of the war the Germans saw the backs of the Australians; the boys turned around to have a look at the Yanks coming up. (Applause and laughter.)

Two of our boys were in the front line at the Somme. When the Yanks took over the right flank one of these boys in our line was an old veteran who had been four years in the trenches. The other was a rookie. A rookie is a new soldier, and as you can imagine, new soldiers when first in the trenches are frightened. This rookie was decidedly frightened. Suddenly he called to the sergeant and said, "For God's sake, send more men; the Boche are attacking us! Can't you hear them splish-splashing through the mud in No Man's Land?" The old sergeant replied: "Go on! What are you giving us? That ain't the Boche splashing through the mud of No Man's Land; that is the Yanks; they have just got their chewing gum rations!" (Applause and laughter.)

I met an American soldier in this hotel a couple of days ago. I said, "Are you going to the front, James?" He said, "Sure." I says, "Are you going to France?" He says, "No, I am going to Berlin, but I may stop in France a couple of weeks on the way."

Even out on Gallipoli, where the fighting was hardest and the horrors greatest, the boys were still singing and joking. We found the Turk, to our surprise, a chivalrous fighter, but we had one thing on the Turk; the Turk could never surprise us; we could always smell him coming. (Laughter.) A live Turk is no bunch of violets; a dead Turk can beat a field of garlic. There was also another awful odor on Gallipoli; the Indian Mohammedan troops would not eat our meat, and they brought goats, and believe me, those goats smell like a chloride gas attack. The boys were always arguing the point which smelled the worse, goats or Turks. Up and down the front line, down the communication trenches, into the supports and even into the battle, the argument was running, which smells the worse, goats or Turks. General Hamilton heard of it and he said, "Why, this ridiculous argument is demoralizing my men. It is breaking the morale of my army. I will have to settle it. Bring me one of each, a goat and a Turk. I will smell them and give my decision." First of all they brought up a goat. General Hamilton went up and smelled the goat

and then fainted. Then they brought up the Turk, and the goat fainted. (Applause and laughter.)

Gentlemen, this will show you that there is even humor in war. I could tell you many, many more stories, but rather would I, now that I have told you how we jested with death, tell you how death jested with us. I am not going to tell you about the western front fighting. I could do so, but you have had that driven into you time and time again, and you will get it again in the future, so I will stay out at Gallipoli where the fighting is fiercest and the hardships greatest.

A bayonet charge in this war should not be more than eighty or ninety yards. Out there things were different. We violated all the rules of the text books. One charge was 800 yards long. I will tell you about it, but it is very, very hard for any man to paint a picture of a bayonet charge. After the first battle of Gallipoli had ended in favor of the Allies, things practically got into stalemate trench warfare for a long while, until in August of the same year we determined to make another attempt to get through to the narrows of the Dardanelles. My battalion was given a week's spell behind the lines, and on Saturday, August 6, we received our marching orders. We were told to advance to the Anglo-French lines two miles away, marching in what is known as artillery formation, that is, in platoons of sixty men with sixty yards' interval between each platoon so as to disperse the enemy artillery fire. We started and reached a point a mile behind the trenches where we were told to dig in, and as it was broad daylight and we were in full view of the Turks, under machine gun fire, I can assure you we lost no time in digging in. We remained in these dugouts for the best part of the afternoon and at 5 o'clock in the evening, just as we were cooking our dinner, the order came through, "Anzacs advance to the Anglo-French lines a mile away." Experienced officers and old veterans blanched, but not with fear. "Surely," they said, "there must be some mistake. Surely, in broad daylight, in full view of the Turks, they do not expect troops to advance. Why can't they wait until it is dark?" But the order came back, "Advance to the Anglo-French line a mile away."

Quickly we buckled on our equipment, fastened our shoulder straps, got hold of our rifles and picks or spades, got out of our dugouts and dashed forward. But the Turks were ready for us and met us with volley after volley, and many a brave soldier boy sank back in his dugout dead or mortally wounded. With our right flank leading, we dashed across that plateau; it was in broad daylight; we were in full view of the Turks, and the ground was as flat as a bowling green for a mile. It seemed to us as we raced along every machine gun, rifle and cannon on Gallipoli was concentrated upon us. Men fell in dozens; whole platoons of sixty men faded away, but the gaps were made up by reinforcements, and on and on we went, in open order, for the Anglo-French line a mile away; over an empty trench and over the field, through another empty trench, over and through barbed wire, with shrapnel shrieking overhead, bullets kicking up the dust and leaving a trail of dead and wounded in our wake, we made a terrific dash, and finally flung ourselves down in the Anglo-French line. We had just come a mile at full speed with 80 pounds on our backs, had lost over a thousand men, and we were absolutely done. We collapsed in the bottom of the British trench and panted and panted and panted. Our clothing was saturated with perspiration; we were covered with dust, and we hadn't enough wind to speak to the English and French beside us. Yet we were there only twenty seconds when the order was passed along, "This section on the whole trench over the top, and advance on the Turkish trenches!"

Our leader, with a cry, "Come on, boys, come on!" went over the top, and nobody held back. It was our chance at last to get the cold steel into the Turk, and quickly we fixed bayonets, cleared the parapet and went for the trenches like a whirlwind. Sixty thousand troops in the Turkish trenches centered their artillery on us. They were 800 yards in front of us, and in that direction we dashed, 800 yards through the depths of hell, the Turks in front playing their machine guns and rifles upon us, cutting us to ribbons. Their cannon were breaking down wave after wave, but on through all that we plunged; bayonets fixed, we made our way. The noise was terrible. The shrieking of the shrapnel, of the meowing and the hissing of the bullets, the thunder of the big guns, the cursing and yelling of the chargers and the moaning and groaning of the dying. The sights were awe-inspiring; see the bullets kicking up the dust, see the machine guns mowing the waves down like corn before the reaper's blade, the cannon tearing great big gaps through our lines, on we went, men falling

wounded and dead by the thousands; men you would be speaking to a minute before lying there dead, dead, on their backs, on their sides, on their faces, kneeling and sitting down; dead, with their rifles to their shoulder, their trench tools in their hands, dead; see the wounded men staggering back into the trenches leaving a trail of blood behind and then another bullet would hit them and they would fall to rise no more; the seriously wounded, unable to help themselves, their hands over their eyes to shut out the terrible sight; the cripples, shot through the leg, shot in the back, unable to get clear, lying there or looking for a hole to lie in until the charge is over. Past them we went, tripping and stumbling over our own dead and wounded comrades; we staggered through that hell of shot and shell, racing through, a race with death, choked, blinded, on to the barbed wire, thick as your thumb, twenty feet wide and eight feet high; like wild things we tore upon it, slashing and tearing with bare hands, until by the impetus of our attack we made our way through it and beyond it. Wave after wave we went. Wave after wave mowed down and wave after wave took their places, on, on, on, in that terrible mad dash, we reached the Turkish parapet, stopped there a moment, then down into the trench below. The Turks were waiting for us, hand to steel. All that terrible night we fought it out. It was kill or be killed. You could not tell friend from foe, but kill, kill, kill. We drove the Turks out; they countered back and drove us out. We drove them out again with cold steel; then they blew us up. We got in again and still we fought them hand to hand, steel to steel, knife to knife, bomb to bomb. All through the night the boys fought, the killing went on, and when morning came we were still there, crowded in swarms, and more beautiful than Grecian gods, in the Turkish trenches, 800 yards in front of any other troops on the Gallipoli peninsula. (Applause.)

Now, gentlemen, what about yourselves? You represent the wealth of America. Very well, I am not going to dictate, but I am going to put in a plea for the boys "over there." Gentlemen, our failures in the past have been no fault of the soldiers. I am here to give an account of the boys over there, and I tell you they played their part and played it well. Time and time again we soldier boys, by deeds of daring, bravery and resourcefulness unparalleled in the annals of military history, wooed the gods of Success. Time and time again our Governments backed us up right nobly, and time and time again in the early months of the war the people behind the scenes, the civilians, not wilfully, but in their ignorance, underestimated the enemy, believed in the infallibility of the Anglo-French Army, and lived in a fool's paradise, a land of lethargy. They had the idea that the Germans would soon be beaten. They underestimated the war, vitally underestimated it, and when asked to give, they only gave meagerly. While the boys at the front were pouring their red blood of youth in the righteous cause the people behind the scenes at home hindered our progress and jeopardized our safety. This is not only a soldiers' war, but it is also a civilians' war. A soldier is not a machine, nor is he superhuman; he is only human like unto you. He is only made of flesh and blood and bone, even as you and I; and I warn you, representative gentlemen of America, that until there is complete harmony between soldier and civilian, success in this war is impossible. Harmony was far from perfect in the earlier stages of the war, and today we find that after four years of red, red war, we have failed to stand on German soil excepting in Alsace-Lorraine; we have failed to puncture the enemy's lines to any great depth on any important front. The German civilian population have not even seen an enemy soldier marching on their soil unless he has been a prisoner of war. Gentlemen, these things are bitter pills to swallow, but they are true, true, true. And what have the enemy done in four years? Yes, gentlemen, what have the enemy done in four years? Montenegro, Serbia, Belgium, Roumania—where are they this afternoon? Either the vassals of Germany or almost wiped off the face of God's earth, and only of minor military importance. Russia, yes, Russia, with her vaunted millions, her unlimited resources; where is she this afternoon? Down on her knees, bleeding to death; she has violated her pledges and signed a separate peace treaty.

Italy is faced with another Austro-German drive. Even if they repulse this drive, owing to tremendous geographical disadvantages, Italy will never be secure and will always have to be taken care of by the Allies. Britain, with men fighting on seventeen different fronts, supplying 70 per cent. of the naval effectiveness and knocking at the walls of St. Quentin, has her hands full. And France, wonderful, beautiful France, exhausted by her efforts on the Marne, and on the Aisne, when in the earli-

est stages of this war she held the mighty German army back while Britain was preparing, stands today the same wonderful, beautiful France, proud and chivalrous as ever, determined, if necessary to fight on until Armageddon, but bled white and absolutely unable to adopt and maintain any rigorous offensive campaign in this war until she gets outside help.

Gentlemen, their outside help cannot come from smaller nations; their help cannot come from Russia; why, the Slavs cannot even help themselves. Outside help cannot come from Italy; it cannot in fair play be expected to come from Great Britain. Who is it going to come from? Supposing the Germans strike again! Many of you think Prussia is beaten; many of you think Germany is on retreat to Berlin. I, as a soldier, know different. That is ridiculous; Germany is not beaten; her morale is not broken; her man-power and reserves are not exhausted. They say the west front is elastic; they give today, they spring back tomorrow, and it is absolutely certain that Germany in the future will make one more terrific effort to smash France. Who is going to stand behind France? You gentlemen cannot deny that for four years France has borne the brunt of the burden. For four years she has fought for our common ideals; for four years, it is true, she has fought for herself, but isn't self preservation the law of Nature? And yet, in her great unselfishness for four years she fought for Russia and Italy, for four years she fought for Belgium and for Britain, and for four years, whether America was in the war or not, as sure as the skies are above you, France was fighting for America. (Applause.) And now, as there is a God in the heavens, America must arise in her might and fight for France. (Applause.)

Different authorities have different theories as to how the war will end. I cannot go into these theories this afternoon, but the war is not going to be won by the submarines, thanks to the loyalty of our workers, for in the near future ship production will exceed Germany's U-boat destruction. The war will not end by a naval victory. Germany's fleet came out, it was badly beaten and bottled up. Since then we have been reinforced by the American navy, and today it is more than certain that never, never, never will Germany again dare dispute the fact that the Allies hold the seas. The war will not end by getting to Berlin. That is the popular belief in America, but it is wrong. Capitals are no longer deciding factors; they are only barren trophies for the victor. In the old days, if the capital was threatened, the army was locked up in the capital and tried to save the capital at the expense of the last man. So in the Franco-Prussian war, Paris was threatened and the French army got into Paris and Germany laid siege to Paris and Germany won the war. But had Paris fallen this year, would France have been beaten? I think not. Was Belgium beaten when Brussels fell? Was Roumania beaten when Bucharest fell? No, gentlemen capitals are only barren trophies for the victor. We may get to Berlin; I hope we do; I think we will, but that will not win the war. It does not matter how many capitals we raze to the ground; it does not matter how much land we overrun; we might raze Germany's greatest cities to the ground; we may overrun Prussia, but while the German army exists the Kaiser and his crew will fight on. To win the war we have got to annihilate the Prussian army. (Applause.)

We can only do it as Foch is doing now, by putting the pressure on the maintaining at all costs the process of attrition. Gentlemen, this is a war of attrition, a war of self-sacrifice, of lasting qualities and wearing away properties. The side that puts the biggest army into the field and makes the greatest sacrifice to maintain that army is the side that must predominate in the long run. Gentlemen, we are going to be that side; we are going to win the war, of course; we are going to annihilate the Prussian army, of course. That is certain. But we want to do it quickly and with minimum casualties. We can only do so by being thoroughly prepared. We are only thoroughly prepared when everybody is doing their part. If you want to wear out a little piece of steel, rub it with harder steel. If you want to wear out a piece of stone, rub it with harder stone. If you want to wear out the German soldier, very well, rub him with harder soldiers. You haven't got the harder soldier here, but you have got the raw material. Therefore, it is your sacred duty to lend a hand in moulding that raw material into the harder soldier. It doesn't matter what your creed is; it doesn't matter what your color is; it doesn't matter what your following is, or what your political views are; you are in the war and you have got to get out of it nobly, and Catholic or Protestant, Jew or Gentile, saint or sinner, black or white, brown, blue or pink, banker or soldier, or sailor, Republican or Democrat, these things matter not. Put

them in the melting pot and prove your red-bloodedness, prove your Americanism, regardless of all these things. Stand behind President Wilson and help him bring this war to a victorious conclusion. (Applause.)

Help the President to get the boys trained and across the seas and when you get them over there, lend a hand again in keeping them warm, in providing them with warm clothing and wholesome food in abundance. When they go forward to the attack, as members of the army behind the army, go forward behind them and then your sacrifice will give that impetus and inspiration that will turn a mere attack into a glorious victory. See that their munitions are piled up sky high. Send them wave after wave of reinforcements. Then, when they have taken their objectives, pull them out of the trenches and give them a breathing spell, when they are sick, wounded or exhausted, give them the best of everything, get them convalescent and back into the trenches again. Gentlemen, this harmony between soldier and civilian, this understanding between the different branches of the Allies, this quality of sacrifice is the soul of war. It is the secret of success and the key to victory. Don't underestimate the Germans; don't think that this war can be easily won, but remember that victory can only be won over the bodies of our fallen braves, over the blood of our glorious martyrs. Along the winding road of sacrifice is victory. Go and search it, search it with preparation in one hand and sacrifice in the other and you will win out.

You gentlemen want the war over, I know. Help to get it over if possible by redoubling your efforts. You financial men of America have done well. You are to be congratulated. You have done more in the time you have been in than any other men in this world. I congratulate you upon it, but still, you can do more in the future. The Fourth Liberty Loan drive has started and you gentlemen are the nerves of that drive. The call has been made from over there; it rings from the Canadian frontier to Mexico and from the Golden Gate to the Hudson, the call from the trenches passed on by the President. Help! Help! Help! Munitions and comforts and things for the boys over there. Think of these things, gentlemen, and make up your minds to go to your limit. Think of the boys over there, flesh of your flesh, blood of your blood, bone of your bone—they are fighting over there, proving the doctrine of sacrifice, and if you want the war won, arise. Arise, ye sons of America! The foe is at the gate; the crisis in this war is rapidly approaching. On, the enemy is coming, coming, coming, and the flower of your American manhood over there is locked hand to hand, steel to steel in mortal combat, with a cruel enemy; the wounded, the sick and the exhausted at this moment, like a mountain torrent, are pouring back to hospital, and many, many munitions are urgently and imperatively needed for victory. So realize these things, ye men of America, and prepare. Yes, if you want the war won, prepare. Prepare! All of you arise and prepare, because America prepared means Germany defeated. (Applause and cheers.)

A SOLDIER BOY'S DEATH

(*A pathetic incident related by Hon. Frank Reavis, a member of Congress from Nebraska, who had recently returned from a visit to France.*)

IT is not all glorious over there. I stood in Base Hospital No. 1 in Paris one Monday afternoon. It was crowded with American boys; 2,000 were brought in that day. The hallways and the courtyard were full. I walked down the hallway and was attracted to a boy lying on a cot because his hair was red and his face was gray. The freckles stood out on his ghastly skin like they were painted there. I said, "Where are you from?" He replied in a whisper, "I am from Michigan." I said, "Where are you hurt?" He said, "I am gassed, and I have been shot twice in the back." I said, "How do you feel?" He said, "I am faint and my back is bleeding badly." I said, "When were you hurt?" He said, "Last Thursday morning," and this was Monday afternoon. I said, "Great God, boy! hasn't anybody cared for you?" He said, "I was in No Man's Land for 50 hours; they are doing the best they can; they will get to me pretty soon." No complaint.

I went to the Colonel and said, "Colonel, there is a boy out here in the hallway that is pretty close to the Everlasting. I wish you would take him in." He said, "Have you any interest in him?" I said, "No, nothing except that he is red-headed," because of the million boys who have donned the uniform of their country and marched down the sad and solemn road that leads to war, my eyes are lingering on two red-headed boys—they are all I have got—and the thought came to me that there might come a time when another red-headed boy would be lying in a hospital hallway far from those who cared or who understood, and he might be faint and his back might be bleeding, and somebody might walk that way that would speak kindly and gently to him.

I went back to the hospital that night and found my red-headed boy. There was a Red Cross nurse holding his hand as though she were leading him to the gathering shadows of the night, for his night was very near. I was glad when the cords of his neck became normal; I was glad when the ugly burns on his face were white; I was glad when the distressing sounds he made as he sought to suck air into air cells that had been burned away were silent, for I stood in the gloom of that hospital, full of stifling odors, and heard the moans that would not be denied, and saw the son of an American mother pay the price supreme to prove ideals of life are worth more than life itself.

THE INFLUENZA EPIDEMIC

THE year of 1918 was remarkably sad, not alone on account of the war, but because of an epidemic of influenza of a very virulent type which was a cause of anxiety to our soldiers, for their loved ones at home. While the actual facts were very alarming, they reached our boys through delayed correspondence and distorted rumors which made it appear much worse than it really was. At home the relatives and friends of those who were there in service were saddened for fear of this scourge which seemed to choose its victims among those in early manhood and womanhood.

In an office in Bay Shore, employing five, two, a brother and sister, died of this dread disease. At the Naval Air Station, there were many deaths. Three times in one day the band of this station, with an escort, marched to the railroad station with bodies to be sent home. There were 56 deaths from this disease in 1918 in Islip township.

All the men at the station were required to wear a muslin mask over their nose and mouths when assembled indoors — to prevent contagion.

An account of one voyage of the transport Leviathan will be of interest in this connection.

The Leviathan

As the Leviathan transported nearly one hundred and twenty thousand men to Europe during the war, and has brought back nearly as many since, it requires no active imagination to realize that the medical department has had its hands full. The percentage of sickness bound to occur among thirteen thousand men was enough to keep nine doctors busy, and this was only a small part of their work. Sanitation on such a huge ship was in itself a problem. Samples of food and water had to be examined and accepted or rejected. Troop compartments and every nook and corner of the ship were inspected daily and a high sanitary standard maintained. Qualitative examinations of the air in the troop spaces were made at different hours of both day and night to determine the temperature, humidity and amount of carbon dioxide in these places. These observations were made the subjects of various reports and resulted in the installation of new ventilating systems and correction of those already in operation. During threatened epidemics of infectious diseases, it was often necessary to take cultures and do other laboratory work among hundreds of men. In July, 1918, the Leviathan began transporting wounded men and has carried a large number of them to date. The wounded required much attention and the manner in which they have been cared for on board this vessel reflects great credit upon the medical department.

A new departure for ships of war was the Nurse Corps—the first nurses who ever did duty on a man-of-war. Their duties have been supervisory over the hospital corps and their training and experience as nurses have made them of invaluable assistance.

The Influenza Epidemic

The following are extracts from reports of the influenza epidemic submitted to the commanding officer by Lieutenant Commander H. A. May, M. C., October 11, 1918:

There were 260 officers and 8,873 enlisted men of all grades reported as present when the ship left the dock in Hoboken. These made up the personnel of several organizations: the 323d Field Signal Corps; the 401st, 467th and 468th Engineers; the 302nd Water Tank Train, a September Automatic Replacement Draft, the 57th Pioneer Infantry, and the 73rd Medical Replacement Section. In addition there were 191 members of the 60th and 62nd Units, Army Nurse Corps.

The ship sailed on September 29. Because troop space H-8 was deemed unfit for occupancy by reason of inadequate ventilation, troops quartered there were moved on the 30th to other compartments, causing congestion in many spaces. All available bunks in the sick bay were filled by army sick before the morning of the 30th. Arrangements were then made to empty F Room, section 3, port side, containing 200 standees. These bunks were filled within a few minutes with sick men, picked up from the decks. When this space was found to be insufficient, E room, section 2, starboard side, 415 bunks, was vacated (on October 1) and the occupants sent down to H-8, regardless of improper ventilation. On October 3, the port side of E room, section 2, 463 bunks, was vacated by the army

guard, those sick in F H S 3 were moved up to E R S 2 and the guard sent below to be scattered wherever they could find space. Thus, on the night of October 3, there was, beside the sick bay, a ward on E deck capable of bunking 878 men. As the bunks are arranged four in a tier, one above the other, the top bunk could not be used for the sick, except in emergencies, because nurses could not climb up to them nor could sick men climb down to go to toilets.

The navy medical officers confined their efforts mostly to those in the sick bay spaces, while all the sick quarters below were turned over to the army medical officers. The army chief surgeon, Colonel Decker, and two of his juniors became ill on October 1st, leaving but eleven army doctors to hold sick call, treat patients below, and care for about thirty nurses and twenty officers who were ill in rooms. The navy medical officers stood watches in E R S 3 at such times as they could be spared from the sick bay work, and relays of army nurses were assigned to duty below, with the pneumonia cases in the isolation ward, with sick officers in the officers' ward, and with sick nurses and officers in staterooms. In fact, every available medical officer, nurse and hospital corpsman was utilized to the extreme of endurance. Below in the E deck ward, every possible appliance for the care of the sick was furnished to the army surgeons on duty. The commissary officer placed at our disposal stewards, cooks and mess men and furnished just the kind of food required in the best possible fashion. The medical department of the ship owes, and I wish here to acknowledge, a great debt of gratitude to the Commissary Department, and to Paymaster Farwell and Chief Commissary Steward Flowers, especially, for their co-operation in this matter, the success with which they gave comfort and aid to the sick, and removed from our shoulders the always worrisome burden of feeding men unable to eat regular diet.

Course of the Epidemic

This was influenced materially by these main factors:

First: The widespread infection of several organizations before they embarked, and their assignment to many different parts of the ship.

Second: The type of men comprising the most heavily infected groups. These men were particularly liable to infection.

Third: The absolute lassitude of those becoming ill caused them to lie in their bunks without complaint until their infections had become profound and pneumonia had begun. The severe epistaxis which ushered in the disease in a very large proportion of the cases caused a lowering of resisting powers which was added to by fright, by the confined space, and the motion of the ship. Where pneumonia set in, not one man was in condition to make a fight for life.

As noted above, the sick bay was filled in a few hours after leaving Hoboken. All pneumonia cases were placed in one isolation ward at the beginning, and another isolation unit was set aside for measles and mumps, both of which diseases were present among the troops. The other isolation units were first filled with influenza cases and later with pneumonias. Until the fifth day of the voyage few patients could be sent to duty because of great weakness following the drop in temperature as they grew better. Only the worst cases in E deck ward were sent to sick bay at any time, and all were potentially pneumonias. The E deck ward was more than full all the time and there were many ill men in various troop spaces in other parts of the ship.

There are no means of knowing the actual number of sick at any one time, but it is estimated that fully 700 cases had developed by the night of September 30. They were brought to the sick bay from all parts of the ship in a continuous stream, only to be turned away because all beds were occupied. Most of them then lay down on the deck, inside and out, and made no effort to reach the compartments where they belonged. In fact, practically no one had the slightest idea where he did belong, and he left his blankets, clothing, kit and all his possessions to be salvaged at the end of the voyage.

During October 1, every effort was made to increase hospital space below, as noted above. The heretofore satisfactory arrangements for army sick call were not adhered to by the army medical officers, and hundreds of men applied for treatment at the E deck ward instead of going to the twelve (12) outlying sick call stations. On this day, Colonel Decker, Chief Army Surgeon, became ill. As he was the only army medical officer who had had army experience in administrative matters, there was now no competent head to the army organization. Two other medical officers also became ill

and remained in their rooms to the end of the voyage.

Late in the evening of this day the E deck ward was opened on the starboard side and was filled before morning. Twenty army nurses were detailed for duty during the night. When patients were brought up, their mates carefully left their blankets and clothing below and scouting parties sent through the compartments to gather up all loose blankets for use of the sick. Fortunately we had about 100 army blankets in the medical storeroom which had been salvaged on other voyages. These were used while they lasted.

Horrors of War

The conditions during this night cannot be visualized by anyone who has not actually seen them.

The morning of October 2 brought no relief. Things seemed to grow worse instead of better. Cleaning details were demanded of the army, but few men responded. Those who came would stay a while and wander away, never to be seen again. No N. C. O.'s were sent, and there was no organization for control. The nurses made a valiant effort to clean up and the navy hospital corpsmen did marvels of work, but always against tremendous odds. Only by constant patrolling between the bunks could any impression be made upon the litter, and finally our own sailors were put on the job. They took hold like veterans and the place was kept respectably clean thereafter.

The first death from pneumonia occurred on this day, and the body was promptly embalmed and encased in a navy standard casket.

When evening came no impression had been made upon the great number of sick men about the decks and in their own bunks. So arrangements were made to enlarge the hospital space by including the port side of E R S 2. On October 3 this was accomplished and from that time on to the end of the voyage, we had enough bunks to accommodate practically all the worst cases. Three deaths occurred this day, and all were embalmed and encased. After going through the hospital and troop spaces that night, it was estimated that there were about 900 cases of influenza on the ship. In the wards we sent back to the bunks below all men whose temperature reached 99 and kept all bunks filled with cases of higher fever.

On October 4, seven deaths during the day. The sea was rough and the ship rolled heavily. Hundreds of men were thoroughly miserable from seasickness and other hundreds who had been off the farm but a few weeks were miserable from terror of the strange surroundings and the ravages of the epidemics. Dozens of these men applied at the wards for treatment and the inexperience of army doctors in the recognition of seasickness caused a great many needless admissions to the hospital.

Many officers and nurses were ill in their rooms, and required the constant attention of a corps of well nurses, and an army medical officer to attend them.

Each succeeding day of the voyage was like those preceding, a nightmare of weariness and anxiety on the part of nurses, doctors and hospital corpsmen. No one thought of bed for himself, and all hands worked night and day. On the 5th there were 10 deaths, on the 6th there were 24, and on the 7th, the day of arrival at our destination, the toll was 31. The army ambulance boat was promptly alongside, and debarkation of the sick began about noon. The sick bay was cleared first and we at once began to clean up in preparation for the wounded to be carried westbound. E-deck was then evacuated, but all the sick could not be handled before night, about 200 remaining on board.

On the 8th these were taken off by the army, but not before fourteen more deaths had occurred. Although on this day almost the entire personnel (army) had gone, the nurses remained until the last sick man was taken off.

Pneumonia

It is the opinion of myself and the other medical officers attached to the ship that there were full 2,000 cases of influenza on board. How many developed pneumonia there are no means of knowing. Over seventy-five (75) cases of the latter disease were admitted to the sick bay, most of them moribund. Of these, 3 improved so much that they went back to their compartments, 29 were transferred to hospital ashore, and about 40 died. As the records required to transfer patients from the army to the navy medical officers were furnished in but few cases, and as my records embrace all the dead, I had no means of knowing how many died in the sick bay and how many in the E deck ward. Cases of pneumonia were found dying in various parts of the ship and many died in the E deck ward

a few minutes after admission. Owing to the public character of that ward, men passing would see a vacant bunk and lie down in it without applying to a medical officer at all. Records were impossible and even identification of patients was extremely difficult, because hundreds of men had blank tags tied about their necks. Many were either delirious or too ill to know their own names. Nine hundred and sixty-six patients were removed by the army hospital authorities in France.

Deaths

Ninety-one deaths occurred among the army personnel, of whom one was an officer, as follows:

October 2	1 death
October 3	3 deaths
October 4	7 deaths
October 5	10 deaths
October 6	24 deaths
October 7	31 deaths
October 8	14 deaths
October 10	1 death

The sick officer was treated in the open air on B deck, had a special army nurse during the day and a navy hospital corpsman at night.

OUR WAR ORPHAN

THE AMERICAN LEGION
NATIONAL HEADQUARTERS
MERIDAN LIFE BUILDING
INDIANAPOLIS, IND.

GEORGE C. WHITE, JR., ADJUTANT,
American Legion Post No. 365,
Bay Shore, New York.

My dear Mr. White:—

We wish to congratulate you on the success of your carnival and advise that Henri Oscar Dupire is the French War Orphan who has been assigned to your post; history and photographs are enclosed.

We thank you for your interest in this work carried on by the American Legion and trust that you and your post will enjoy a prosperous New Year.

Sincerely yours, (Signed) GERALD MURPHY,
Gerald J. Murphy, Service Division.

AMERICAN RED CROSS
(CROIX ROUGE AMERICAINE)

[COPY] October 5th, 1920.

HENRI OSCAR DUPIRE

Child No. 783

Adopted by American Legion Post No. 365, Bay Shore, N. Y.
Mme. Vve. Dupire, Echire, (Deux-Sevres)

The father, who had been a farmer in the north of France, was killed in the battle of Hangard, April 9th, 1918. The mother, refugee with her family from Houplines, (Nord), was forced to leave her own father dying in the Hospital. Now she is having difficulty supporting her children and has no relatives who can help, as they, too, were all from the invaded regions.

HENRI OSCAR, eight years old, fair-haired and blue-eyed is going to school. It is difficult for him to get along as well as the others, as, at the time of the German invasion, he received a shock which deprived him of his power of speech. He is only just beginning to talk again.

Marthe born February 18th, 1910 Henri Oscar born February 14th, 1912.
Moise born July 25th, 1914

Military pension 1700 francs a year.

AMERICAN LEGION

Historical

By Edwin B. Sonner

ABOUT the time of the Lusitania sinking, when it appeared that America would be drawn into the war, there sprang up a spontaneous spirit for preparedness and vigilance against the despicable activities of German agents within our midst.

A gathering of prominent and loyal Americans suggested organization of the true blood of the country; the call was heard, and the American Legion came into the light of day.

This organization was strictly a civilian move and it gained great membership through publicity.

When the American Expeditionary Forces had brought their European task to a close in 1918, a conference of officers was called in a small French town for the avowed purpose of forming an organization to solidify and perpetuate the remarkable spirit and achievements of the American armies in the field and to hold the war participants together in a common group after the armies had been demobilized.

The thought of that little group was so favorably received that the A. E. F. Commander-in-Chief authorized a conference to be held at Paris to which the leading spirits of the movement were delegated, besides other able soldier representatives of the combat units in the field.

At the Paris caucus there developed wonderful enthusiasm to push the plan to a strong and vigorous future in keeping with the glorious tradition of the Yankee soldier in battle. After the preliminaries had been worked out, the suggestions for a name were entertained and as the name "American Legion" was discussed favorably, and as it was supposed that the old civilian legion was swallowed up by the army upon the declaration of war, a cable was sent to the founders of the original organization, their consent secured, and the new "American Legion" for ex-service men and women of the World War was launched.

No better short description of its object and purposes can be given than that embodied in the preamble to its constitution, which is here given:

"For God and Country, we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred per cent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness.—*Preamble to the Constitution of The American Legion.*

The local posts, true to their declaration of devotion to mutual helpfulness, have raised money by various means and have thereby been enabled to carry on much needed relief work among disabled ex-service men, such as those mentally disabled by shell shock, of which there are several hundred, now confined in local state institutions. Other forms of activity have been to take means to send tubercular men to favorable climate, provide for the comfort of the hundreds of wounded Government students, who come to the local beaches for recuperation, provide for military burial of men killed in battle and other deceased comrades, carry on for better local civic activities, and for clean politics.

Finally the legion, rank and file, is again true to its formulae in its desire to be known for its individual sense of obligation to the community, as well as to the state and nation. Here they stand among us, a great potential force for good, ever ready for the call to service.

At present there are three (3) posts of the Legion—*i. e.*, Bay Shore, Islip and Sayville—with a total membership in excess of five hundred (500) in Islip Township.

The National Membership to date is over 1,300,000.

LIST OF MEN IN THE COAST GUARD

The United States maintained Life Saving Stations on many parts of its coast line at least fifty years ago. These stations were equipped with apparatus for saving life in case of shipwreck. Several of these stations were on the coast of Long Island. No crews were employed. Later they were manned and still later were amalgamated with the Revenue Cutter Service and are now known as the Coast Guard. The extent and importance of the Coast Guard is best shown by the fact that $10,469,940 was appropriated for its maintenance in 1921. In the season of icebergs it patrols the (so-called) steamer lanes to report the proximity of bergs.

To us who reside in the Town of Islip the work of the crews, whose names are listed below, is best known, and we can recall many cases of assistance rendered. The stations on our coast are about five miles apart. The crews are constantly on duty maintaining a night patrol of the whole coast. The stations are all connected by telephone with each other and with the wireless station at Fire Island.

What a valuable outpost this service would have been to us had Germany been able to have brought the war to our shores!—The Editor.

Station No. 81

Maurice C. Baker.....Keeper
Gerry J. Velsor.....No. 1 Surfman
Harold L. Carter.....No. 1 Surfman
William Leach.....Surfman
Harry Crocker.....Surfman
Walter G. Baker.....Surfman
Matthew A. Bedell.....Surfman
Walter H. Welcher.....Surfman
Wilmot B. Halsey.....Surfman
Louis A. Mass.....Surfman
Ole M. Kolberg.....Surfman
Clarence R. Howell.....Surfman
Harry Sikkenga.....Surfman
John J. Fink.....Surfman
Carlton E. Chichester.....Surfman
Rowland W. Smith.....Surfman
William H. Washeim.....Surfman

Station No. 82

Charles W. Baker.....Keeper
Fay F. Ocha.....Keeper
James H. Hulse.....No. 1 Surfman
Nicholas F. White.....Surfman
Hugh Erickson.....Surfman
Joseph W. Towns.....Surfman
Sylvester Lawrence.....Surfman
George E. Tourgee.....Surfman
James S. Brown.....Surfman
Herbert J. Bailey.....Surfman
Arthur B. Chichester.....Surfman
Allen J. Barnes.....Surfman
Herbert R. Boyeson.....Surfman
Raymond Pike.....Surfman
Fred H. Page.....Surfman

Station No. 83

Harry F. Smith.....Keeper
Albert Behonick.....No. 1 Surfman
Orlando Peterson.....Surfman
George F. Swamback.....Surfman
Thomas Erickson.....Surfman
Herbert Boyeson.....Surfman
Royal P. Ketcham.....Surfman
Marinus Veryser.....Surfman
Clarence A. Young.....Surfman
Eugene H. Rogers.....Surfman
Herman Lecus.....Surfman
Roger Smith.....Surfman
William Slanec.....Surfman
Frank W. Pike.....Surfman
Harold B. Thurber.....Surfman

Chester A. Lippincott *Superintendent*

WAR'S EFFECT ON THE COST OF LIVING

By Francis Hoag

THE horrors of war, the suffering, devastation and distress, are not all of the battlefield. While the people of America, because of their remoteness from the scene of actual conflict, suffered in lesser degree than those of any of the other allied nations involved in the World War, there was no village nor hamlet so isolated, nor man, woman nor child in all this broad land so remotely situated, but was made to feel the war's blighting affect.

Because of the nation-wide and impartial operation of the selective draft, every little community sent its quota of men, the flower of the nation. Indeed, thousands of brave, adventurous spirits volunteered for service in the British and Canadian armies long before the culmination of events forced us into the conflict; of these latter the Town of Islip sent a notable contingent, especially for enlistment with the Canadian Flying Corps, later known as the Royal Air Force. But without distinction as to rank or branch of the service, the boys of Long Island bore well their part, and were the envy of thousands who because of sex, age or other limitations were ineligible for service.

For those who stayed at home, fathers, mothers, wives and sweethearts of the men at the front or at sea, there was dread uncertainty, anxiety and suffering, greater at times than the privations of actual warfare.

Bent upon doing their share, the stay-at-home contingent organized for relief work and enrolled under the banner of the Red Cross and allied organizations. While the devoted women sewed or knitted, made surgical dressings or prepared delicacies for camp and hospital use, the men organized "drives" for the various funds, and by systematic canvasses, through elaborate organization, mass meetings, etc., secured contributions of many thousands of dollars for relief work. Later on, by similar methods of organization, they were able to make a glorious record in subscriptions for the various issues of government bonds needed to finance the war. Every man and woman and even the child was made to feel individual responsibility for the success of this work.

The absence of the men who had been drawn into the conflict, comprising a large proportion of the young, active and progressive element in every community, was for two years a serious drawback to the prosperity of Long Island and of course to the whole country. This was especially apparent in social affairs of all kinds, in athletic sports, in the fire departments and in fraternal and church organizations everywhere. Business was handicapped by the loss of skilled mechanics, farmers, boatmen, railroad men, experienced salesmen and leaders and highly essential employees in every industry. The prosperity of rural Long Island, which has comparatively few manufacturing industries, was still further affected by the removal of hundreds of workmen, lured to the metropolis, to the great manufacturing centres of New England and to more remote points, where wages of $5 to $8 per day for unskilled, and $10 per day and upward for skilled mechanics were offered for work in munitions factories.

Work came almost to a standstill in the building trades here, except for government work in the camps and shipyards. Large numbers of men from the Eastern end of Islip Town found emergency employment at Camp Upton, where structures to house and care for a city of 40,000 men were erected in four months' time in the summer of 1917. Carpenters, and indeed almost anyone who could swing a hammer or push a saw, found ready employment there at from $6 to $8 per day. Later on many of the same men were employed in the government shipyards at Port Jefferson.

The resultant scarcity of labor in other industries seriously crippled many of them and staple articles of foodstuffs and wearing apparel became scarce and in some cases almost impossible to obtain. Prices in certain lines advanced sharply; in other cases there was a slower rise, but in a short time practically everything was being sold at a figure at least double the pre-war price.

The transaction of all business was badly hampered by extraordinary loads placed upon all transportation lines and the war-time priorities accorded by the government. The movement of millions of men and of

millions of tons of supplies for them, and of munitions with which to carry on the war, taxed the facilities of our railroads and steamboat lines as they had never been taxed before. All systems of communication, mail, telegraph, telephone and wireless felt the strain of the overload and fell far below their usual standards of efficiency. Not infrequently letters outstripped the telegraph, and on the other hand it often took a week for a letter to go from one Long Island village to another. Telephone equipment was poor and the service worse. The demands made upon the system were heavier than ever before and the service was in the hands of inexperienced operators, linemen and others hastily broken in for the emergency.

Prices of drugs and chemicals, because of the urgent war needs, and especially because of the blockade of German ports early in the war, advanced by leaps and bounds. Such as were obtainable at all were often priced at from ten to twenty times their former cost. Much of the dyestuff could not be duplicated by American manufacturers. Potash, most of which had been supplied by Germany, prior to the war, could not be obtained in sufficient quantities until great plants had been erected in this country to produce it for home consumption. Fertilizers increased tremendously in cost, and the prices of farm products jumped proportionately. Suffolk County farmers, who a few years ago had sold their potatoes for 25 cents per bushel, were able to dispose of that staple for as much as $3 per bushel; in many instances the farmer cleaned up the price of a good farm on one season's crop, despite the greatly increased cost of labor, fertilizer and other materials. Butter sold for 80 cents per pound and fresh eggs have quite recently been selling for $1.20 per dozen.

Meats of all kinds sold during the war and for almost two years after the armistice at inordinately high prices. Steaks and chops often retailed at a dollar a pound, roasts at from 60 cents to 80 cents, and even soup meat cost as much as 40 cents. Long Island dairy and poultry farmers, few of whom grow their own grain and feed, were badly handicapped by the high cost of the latter. Not a few of them were forced out of business. Milk retailed at from 12 to 18 cents per quart; chicken sold at 55 cents per pound.

Long Island duck farmers who had sufficient capital to continue in business through the period when feed was highest made money during the war and in the years immediately following it, because of the high prices of dressed beef and other products controlled by the packers.

Fish, for the same reason, went to unheard of prices and though the commission men in the cities took a heavy and unreasonable toll, the local fishermen obtained good returns. Blue fish brought in local market as high as 45 cents per pound; weak fish brought 35 cents, and eels as much as 30 cents.

Prices of oysters and clams had the same general tendency, though the former in lesser degree than most other food products, owing to the fact that the European markets were closed during the war because of blockaded ports and the inability to obtain space on board ships. Freight embargos restricted the trade in this country and greatly increased freight, cartage and express rates. Increased labor costs and the high price of barrels and other containers, all combined to raise the price of Blue Point Oysters, practically all of which are shipped from the eastern end of Islip Township. Oysters which formerly sold locally for 25 cents for a quart, very liberally measured, retailed hereabouts during 1919 and 1920 at from 60 cents to $1.00 per quart. The price to the wholesale trade have been from $2.50 to $2.75 per gallon and Blue Points in the shell. which before the war sold at from $4 to $5 per barrel have brought $10.

Clams have been scarce and high and experienced clammers had no difficulty in making from $10 to $12 for a day's work on the bay, and many did much better than that. Clams sold as high as $20 to $25 per barrel.

Market gardeners and fruit growers on Long Island experienced the same difficulty as others in obtaining fertilizers and other supplies. They were handicapped in getting labor, for which the average price was from $5 to $6 per day, but they were rewarded with big prices and have shared in the general prosperity.

An important and rapidly advancing industry in the eastern end of the Town of Islip and western Brookhaven, is the growing of cut flowers, especially carnations, for New York market, an industry which has netted wonderful returns. Greenhouses covering many acres are devoted to this business and many thousands of these blooms are shipped by express every morning from Blue Point, Bayport and Sayville to New York and other cities within a radius of a few hundred miles. The war

time era of free spending and the demand for luxuries afforded an almost unlimited market for these flowers, which sometimes brought returns of 25 cents each; as much or more than a dozen sold for before the war. There was another side to the picture, however, for coal, a prime essential for heating the greenhouses, was exceedingly difficult to obtain and the carnation growers and others were often compelled to pay $15 per ton and glad to get it at that.

As previously stated, many staple articles sold during the war and the two years immediately thereafter at just about double the pre-war prices; a few were affected to a lesser extent and very many to a far greater degree.

Wheat flour sold here as high as $16.50 per barrel; sugar was almost impossible to obtain for considerable periods of time, and was often of a very inferior quality. Local grocers, when they had any at all, doled it out in pound and half-pound packages to customers who waited in line for the privilege of paying 25 cents to 28 cents per pound for it.

Shoes and leather goods doubled and quadrupled in cost and the value of cotton and woolen goods advanced in about the same ratio. Paper became scarce and increasingly expensive, and even the cheaper grades, such as wrapping and news paper, formerly procurable at 2½ to 4 cents per pound, were sold as high as 15 cents and 20 cents for a very inferior quality of a muddy yellow color, due to the scarcity of chlorine and other bleaching agencies.

Not until the closing months of 1920, practically two years after the cessation of hostilities, did the production of manufactured goods begin to catch up with the demand, to a degree warranting a general lowering of prices. Even now, at the beginning of 1921, many luxuries and not a few staple articles are still held at prices three or four times their cost before the war; generally, moreover, the article is inferior.

As time goes on, it becomes more and more apparent that aside from the loss of life, the sickness and wounds suffered by those directly involved in the conflict, the general lowering of the morale of the nation and the heavy burden of taxation which must be shared by our children, the malign influence of the great war will be felt in many ways by generations yet unborn.

CIVIL WAR DATA

It was our hope to get from the Town Records some interesting data of the Civil War, but the Town Clerk could only find the following resolutions, passed at special town meetings:

Passed by Town Meeting Held August 19th, 1862

"WHEREAS: the patriotic inhabitants of the Town of Islip are desirous that the quota of soldiers requested by our Government from our Town should be furnished without resorting to draft and that the families of such Volunteers should be properly cared for during the absence of such Volunteers at the seat of War."

Resolved: That the sum of twenty thousand dollars ($20,000) (or such sum as may be necessary)—resolved that a portion of the above sum shall be expended in paying to each Volunteer if for three (3) years, or during the war—the sum of one hundred dollars ($100), and to the wife of each of such Volunteers and also to the wife of such persons as have already joined the army of Volunteers, the sum of two dollars ($2.00) per week—and to each child of such Volunteers over the age of one and under the age of fourteen—the sum of two dollars ($2.00) per month of such period as the husband and father may remain in the army of the United States."

Passed at Town Meeting Held 1st Tuesday in April, 1863

"*Resolved:* That the families of those Volunteers who have been recently killed or who have recently died — or who may hereafter be killed or die, while in the service—receive from this Town the same assistance as provided for by the resolution passed on August 19th, 1862—during the war or pensioned by the Government."

Passed at Town Meeting Held on December 24th, 1863

"*Resolved:* That the town of Islip raise by a tax the sum of twelve thousand dollars ($12,000) for the purpose of procuring thirty-nine (39) Volunteers to fill the quota of said town under the pending draft."

Passed at Special Town Meeting Held on March 31st, 1864

"*Resolved:* That the town of Islip raise the sum of six thousand dollars ($6,000) to be assessed upon the taxable inhabitants of the town for the purpose of paying bounties to the Volunteers necessary to be furnished by the said Town under the last call of the President for two hundred thousand (200,000) men. And the premiums and incidental expenses connected therewith."

Passed at Special Town Meeting Held on October 1st, 1864

"*Resolved:* That the sum of two hundred dollars ($200) be appropriated to all persons who are held to service under the last call of the President of the United States in addition to the sum of three hundred dollars ($300) already voted on July 19th and September 10th, 1864."

Passed at Special Town Meeting Held on December 24th, 1864

"*Resolved:* That a committee of two for each school district be appointed by the chairman to solicit subscriptions to a fund for contingent expenses in raising the Volunteers and that each of these committees pay all money raised thus by them into the hands of the Supervisor."

REMINISCENCES

REMINISCENCES

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